

DEWAR'S  
WHISKIES  
ARE SUPPLIED BY  
ROYAL WARRANT  
TO THE  
KING.  
SOLE AGENTS—  
H. PRICE & CO.

# Hongkong Daily Press.

ESTABLISHED 1857

ALWAYS TO THE  
FRONT.  
Messrs. JOHN DEWAR & SONS,  
LIMITED, inform that they  
have received a ROYAL  
WARRANT from the  
KING for the Supply of their  
FAMOUS WHISKIES.  
SOLE AGENTS—  
H. PRICE & CO.

No. 13,548 號捌十肆百伍千壹萬第 日式初月柒年十二緒光 HONGKONG, THURSDAY, AUGUST 15th, 1901 肆拜禮 號五十月捌年壹零百九千壹英港香 PRICE, \$2½ PER MONTH

## CHAMPAGNE

### JULES MUMM

PER CASE, PINTS, \$50; QUARTS, \$48.

### A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY.

### CUTLER PALMER AND CO.

WINE SHIPPERS SINCE 1816.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central.

### JOHN WALKER & SONS'

FAMOUS  
KILMARNOCK WHISKY.

This World-renowned  
Fine Old Highland Whisky,  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong of their Agents.  
SIEMSEN & CO.  
Hongkong, 1st January, 1901.

### CUTLER, PALMER & CO.'S

Price \$10.75 PER DOZEN

NET

Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSEN & CO. Hongkong.

## HONGKONG HIGH-LEVEL TEAM- WAYS COMPANY, LIMITED.

### TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.  
8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.  
SUNDAYS.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.00 p.m. Every 10 minutes.  
2.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.  
Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1901.

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Bargains can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a speciality.

MCKIRDY & CO.,  
43 & 45A, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901.

## GREEN ISLAND CEMENT COMPANY.

### PORTLAND CEMENT.

\$5.50 per Cask of 37½ lbs. net ex Factory.  
\$3.30 per Bag of 250 lbs.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st June, 1901.

### NOTICE

I HAVE THIS DAY RESUMED my  
DENTAL PRACTICE

WM. MACLEOD, D.D.S.,  
BEACONSFIELD ARCADE.  
Hongkong, 1st August, 1901.

## JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR  
INDIGESTION, DYSPEPSIA, FLATULENCY  
AND ACIDITY OF THE STOMACH.

### VICTORIA DISPENSARY.

PHOTO- PLATES, PAPERS  
GRAPHIC AND CHEMICALS.  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.

IF YOU DO DRINK

### WHISKY

IF YOU WANT THE BEST SCOTCH HAVE

### OUR 10 YEARS' OLD DUNDEE.

IF YOU WANT THE BEST AMERICAN HAVE

### CYRUS NOBLE OLD BOURBON OR O.P.S. PURE OLD RYE.

SOLE AGENTS—

### WATKINS, LIMITED,

68, QUEEN'S ROAD CENTRAL.

### LANE, CRAWFORD & CO.

HAVE JUST RECEIVED THEIR  
FIRST SEASON'S CONSIGNMENT  
OF  
FRENCH ISIGNY BUTTER.

ABSOLUTELY THE BEST AND FINEST THAT IS IMPORTED.

NO OTHER BUTTER CAN COMPARE WITH THIS.

PRICES—

Per 1 lb tin 80 cents. Per 2 lb tin \$1.50

### LANE, CRAWFORD & CO.

### CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

### SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

### ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

### THE ELITE OF WHISKY:—

### THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

### C. P. & Co.'s OWN SPECIAL

### BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS;

### C. P. & Co.'s INVALIDS' PORT

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour

See analysis and certificate by Professor Cassell

### DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

### AMOROSO SHERRY,

\$20 PER DOZ.

### LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

### BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

## CHAMPAGNES.

JUST LANDED.

POMMERY AND GREN. SEC. AND EX SEC.

BOLLINGER, EX SEC.

AGENTS—

### CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road,  
Hongkong, 15th August, 1901.

## REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

### SIEMSEN & CO.

SOLE AGENTS.

JUST RECEIVED

NEW STOCK OF

### HUNTLEY AND PALMER'S BISCUITS

ALL KINDS

ALL KINDS

### FRENCH FANCY BISCUITS LEFEVRE. UTILE. LU-LU

### G. GIRAUT. 6, QUEEN'S ROAD.

### COTTAM & CO.

(JUST RECEIVED)

### STRAW BOATING HATS AND PANAMA FOLDING HATS. "SNOWS" FAMOUS ANGLO-AMERICAN BOOTS AND SHOES.

### KELLY & WALSH, LD.

NEW BOOKS.

CHINA AND THE ALLIES, by A. H. Savage-Landor. \$19.00  
MISSION PROBLEMS AND MIS-  
SION METHODS IN SOUTH  
CHINA, by J. C. Gibson. 3.50  
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LIGHT, by W. A. Cornaby. 3.50  
MANCHUKIA: Its People, Resources  
and Recent History, by A. Hoise. 3.50  
THE LIFE OF ABUL KAHMAN,  
MIR OF AFGHANISTAN, by  
Mir. Munshi Sultan Mahomed Khan,  
2 Vols. 12.50  
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LATIONS, by Rev. W. H.  
Dallinger. 17.00  
OLIVER CROMWELL, by S. R.  
GARDINER, M.A. 3.25  
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ADMINISTRATION, by F. W.  
Heurt. M.A., M.D. 9.25  
ILLUSTRATED NATURAL HIS-  
TORY, in 3 Vols.—Reptiles, Birds,  
Mammalia, by Rev. J. G. Wood,  
M.A., F.L.S. 18.50  
WALL AND WATER GARDENS,  
by G. Jekyll. 7.75

ARDATH

THE HIGH CLASS

### SMOKING MIXTURE.

\* Manufactured and Blended from  
VERY FINEST TOBACCOS.

GUARANTEED FREE from all Artificial  
Flavourings and Scents so injurious to  
Health, but now so often found in Smoking  
Mixtures.

Modern Scientific Authorities Declare

ARDATH

### THE HEALTHIEST TOBACCO.

Packed in ½ lb. Air-tight Tins:  
Mild, Medium and Full Strength.  
Price 90 cents per Tin.

### W. BREWER & CO.

FOR SALE.

THE INTERNATIONAL LIBRARY OF  
FAMOUS LITERATURE, 20 VOLUMES,  
BEAUTIFULLY BOUND; AND IN-  
CLUDING A PORTFOLIO OF VERY  
FINE ENGRAVINGS, \$150.

VERY POPULAR NOVELS, &c.  
35 cents each.

Marquess of Lossie, by Geo. Macdonald.  
Malcolm, by Geo. Macdonald.  
Jubilee Book of Cricket, by Prince Rajahisinhji.  
Eben Holden, by Becher.  
White Company, by Conan Doyle.  
Bootes Baby, by John Strange Winter.  
The Black Card, by Lys.  
The Potter's Thumb, by Annie Steele.  
The House of Mystery, by Marsh.

Jockey Jack, by Nat Gould.  
The Young Fur Traders, by Ballantyne.  
The Coral Island, by Ballantyne.  
Ungava, by Ballantyne.

Britannia's Bulwarks: The Achievements of our  
Seamen; the Honours of our Ships. Very  
Choice Illustrations; to be Completed in 16  
Parts (4 Parts now ready).  
35 cents each.

A Very Fine Engraving of  
H.M. KING EDWARD, VII.  
\$15.00

A Fine Pair—  
A Chip of the Old Block ... \$15.00  
The Dawn of Majuba Day ...  
(Sold Separately)

23 & 25, Queen's Road, Hongkong.

### B. J. BARLOW,

CONSULTING ENGINEER, SURVEYOR  
AND CONTRACTOR.

PLANS and Specifications Supplied for any  
Class of Engineering Work. Marine  
Work a Speciality; Designs prepared for  
Small Coast Steamers, Light Draught Vessels,  
Dredgers, Tug-Boats, Launches and Barges  
of any Class or for Special Requirements.  
New and Repair Work Supervised. Contractor  
for the Supply and Erection of any type of  
Machinery.

Telegrams "BARLOW," Hongkong.  
Telephone, No. 74.  
P. O. Box, No. 110.  
OFFICE—9, QUEEN'S ROAD CENTRAL.  
B. J. BARLOW.  
Hongkong, 12th June, 1901.

### THE WANCHAI STORING COMPANY

ARE now prepared to receive Goods for  
Storage in their Godowns, situated on  
PRAYA EAST (late McGregor Barracks).  
Landing and Shipping of Cargoes is  
facilitated by means of the spacious strong  
Pier lately constructed in front of these  
Godowns.

Terms Moderate.  
Apply to the SECRETARY on the Pre-  
mises.  
Hongkong, 10th August, 1901.

### NOTICE

THE Undersigned carry in Stock an  
extensive line of CIGARS and  
CIGARETTES from the "GERMINAL"  
FACTORY of Manila, for which they are  
Sole Agents in Hongkong. Prices moderate.  
Stock of specially selected quality. A trial  
solicited. Special Terms to Exporters. T. M. STEVENS & CO.,  
1, Duddell Street.  
Hongkong, 2nd August, 1901.

### THE HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

WASHING! WASHING! WASHING!  
GENTLEMEN'S (Ordinary), at a fixed price of  
\$8 per month per head, or as per tariff.  
LADIES' and FAMILY, as per tariff.  
All Articles Disinfected.  
Shirts, Collars and Cuffs Glossed by  
Machinery.  
Californian Washermen employed. No coolies  
sleep on premises.

DEPOT: 5, ICE HOUSE STREET.  
P. G. ALLEN, Manager.  
Hongkong, 7th August, 1901.

### UNDER ENGLISH MANAGEMENT.

### AH YOUNG & CO.

NAVY AND ARMY CONTRACTORS, and  
WHOLESALE PROVISION  
MERCHANTS. Orders promptly executed.  
Satisfaction guaranteed. Prices List on applica-  
tion.  
9, VICTORIA STREET, HONGKONG.  
(Next to Central Market).  
GEO. MOIR, Manager.  
Hongkong, 1st August, 1901.

### HOTEL

### HING KEE HOTEL.

(ESTABLISHED 1873)

### MACAO.

THIS First-class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
L. HING KEE, Proprietor.  
Telegraphic address "HINGKEE" [1882]

## INSURANCE

EVERY FACILITY  
in connection with Life Assurance Business is  
afforded by  
THE STANDARD LIFE ASSURANCE  
COMPANY.

ONE of the largest and wealthiest of the Pro-  
vident Institutions of the United King-  
dom. Forms of application and all informa-  
tion will be promptly afforded on application to  
HODWELL & CO., Ltd., Agents, o  
Hongkong, 12th February, 1901. [7—al642]

## HOTELS.

### HONGKONG HOTEL

A First Class Hotel in every respect  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from  
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by  
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

### THE PEAK HOTEL.

City Office: 7, Duddell Street.

### HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The Peak, near the  
Tram Terminus.

Tel. 56.

For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900.

### THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

### FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly  
Spacious Rooms.

Very MODERATE TERMS to FAMI-  
LIES by the DAY or MONTH.

### THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 45 Bed-  
rooms, elegantly furnished.  
The Hotel is situated near all the Banks and  
Principal Offices in the Colony.  
Special Attention paid to the Comfort of  
Guests.  
Cuisine excellent; under Experienced Man-  
agement.  
Terms Moderate.

A. FONSECA,  
Manager.  
Hongkong, 1st December, 1899.

### KOWLOON HOTEL.

THIS HOTEL is situated in a quiet  
locality, away from the din and distur-  
bance of the City, and surrounded by a deligh-  
tful Garden, it is an ideal place of Residence.  
The building stands on an eminence, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE, J. H. DOWNS,

Proprietors. Manager.

Hongkong, 8th September, 1900.

### "BOA VISTA" HOTEL,

MACAO.

THE most healthy place in South China.  
Macao is 40 miles West of Hongkong, and  
the trip is made each day (Sundays excepted) by  
the Steamer "HEUNGSHAN," Capt. W. E.  
CLARKE, leaving Hongkong at 2 p.m., or  
according to Schedule, and Macao at 7.30 a.m.  
Connection made at Macao with Company's  
Steamers to and from Canton.  
Cable Address—"Boavista."

CLARKE & CO.,  
Proprietors.

For Terms, apply to

906a1 MANAGER.

### PORTLAND CEMENT

### P. J. B. WHITE & BROS

SOLE AGENTS FOR CHINA.

HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1899.



## INTIMATION.

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS

SCOTCH  
WHISKY.WATSON'S VERY OLD  
LIQUEUR SCOTCH WHISKY.

E

B L E N D.

Pronounced by Connoisseurs to be the  
BEST BRAND in the FAR EAST.

Per Dozen \$15.00

The following Blends are also recom-  
mended, and are unsurpassed in quality—

A.—THORNE'S BLEND... \$10.80

B.—GLENORCHY, MELLOW

BLEND, a fine 'SODA'

WHISKY of great age... 10.80

C.—ABERLOUR-GLENLIVET 12.00

D.—H.K.D. BLEND of the Finest

Old Malt Scotch Whiskies 14.40

A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY

[35]

BIRTH.  
On the 14th August, at 1, Macdonnell Road,  
the wife of H. J. CRUZ, of a son.  
DEATH.  
On the 14th August, at No. 21, Belloc's Terrace,  
FORTUNATO ANTONIO CORDEIRO, aged 34 years.  
[1073]

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL  
HONGKONG OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 15th August, 1901

The lesson to be learned from the Boer War is apparently that, even beyond the wildest estimates, modern war is an expensive business; and this seems to have made some impression even amongst the most bellicose of the European Powers. Russia with her usual instincts of bluff has been trying to turn the position to her own advantage, but recently her ideas seem to have so far expanded that she finds that the suspicions of the other Powers are being aroused as to her real intentions. At all events there seems to be a more friendly disposition existing among the westerly governments, and affairs are being discussed on the whole with a better feeling and more mutual good-will than at any time during the last three years. This is to some extent foreshadowed in the formation at last, after many delays, of a practical code of arbitration at the Hague, and although it is not at all likely that any nation will before the millennium be prepared to submit any vital question to its judgment, there are almost daily little differences to decide, which without prejudice the countries concerned may submit to the Court when once they are convinced that it intends to act on impartial lines. As in railway and banking affairs a multitude of petty questions are always left to the respective clearing-houses to decide, so it is quite possible that without assuming to be an authoritative body, there are multitudes of petty questions, which if neglected might lead to grave misunderstandings, yet by passing through this international clearing-house may be made reducible to order and reason.

We only look, however, to the successful formation of the court as an indication that a better understanding is about, and an earnest that a better feeling has come to exist, which affords some prospect that no nation will, for the present at least, wilfully disturb the peace of the world. There are of course grave dangers ahead; one of these is the disturbed state of Russia; and the

fact that not a few of her statesmen would willingly plunge the Empire into war in the hope of thereby fastening on it a despotism already unbearable. Such statesmen existed round NAPOLEON III in France, whose deliberately expressed policy was that without a war every four years the country must lapse into a state of internal anarchy. In France in 1870, as in Russia in 1901, the Emperor, nominally autocratic, was too weak to enforce his own ideas, and permitted himself to be guided by the loudest-mouthed of his ministers. But there is felt to be another source of danger; in Austro-Hungary the Emperor FRANCIS JOSEPH, a constitutional monarch of a very different type, has by a wise knowledge of the needs of his people so guided the internal affairs of his somewhat incongruous Empire that Austro-Hungary has on more than one occasion been a guarantee of the peace of Europe. The Emperor has, however, reached the allotted period of human life, and unfortunately leaves no direct heir, and there is a fear that the elements of discord kept in abeyance through his personal influence for so many years may after his decease break out anew. These are real dangers, which it behoves the statesmen of Europe to guard against, and there is no doubt that the knowledge gained of the enormous expense and waste of modern war has had a salutary influence in inducing caution. Seen in this light the recent display of Russia in the harbour of Varna has an unpleasant aspect, as an indication of the old habit of seeking to meddle in every trouble. The Balkan States, always discontented as the result of past misgovernment, were well content to settle down as useful members of the European family; and if the visit of the Grand Duke ALEXANDER MIKHAILOVICH were merely intended to emphasise this desire, his neighbours could look on the affair not only with complacency but with pleasure. Unfortunately Russia has exhibited so frequently her insatiable avidity for turning every little difference to unworthy ends, that she cannot be surprised if she should now be looked upon with suspicion. The visit of the Grand Duke to Varna, natural enough in itself, would have excited suspicions had it been made by any other Power. Russia has herself only to thank for the difference, and at a time when there is an evident desire on the part of the other Powers to avoid unnecessary occasions of misunderstanding, it was to say the least a misfortune on the part of Russia to make her private friendship the occasion for a display so capable of misconception. Russia is in fact playing a dangerous game; and the events of 1870 ought to be a warning that unprovoked aggression is apt to meet with condign punishment. Her policy with regard to China has not conducted to allay the suspicions of the world, and the very evident desire of an important section of her politicians to play in St. Petersburg the part of the reactionary party in Peking, and paralyse an Emperor who, if personally weak, yet has the best interests of the State at heart, is an unpleasant feature of the new development.

General Vovron is expected to reach Shanghai from Japan about the 22nd inst.

The Chinese Government is reported to be intending to appoint the Manchu Tahaishima as its new Minister to Russia.

We are informed that Messrs. John Dowar & Sons, Ltd., have received a Royal Warrant from His Majesty the King for their Scotch whiskeys.

A strike is reported from Ichang. The Magistrate of Tungwu manages the taxes on houses and shops in Ichang City. It is said he has exacted taxes and extorted money by false promises, therefore all the shops are striking. The Magistrate sent his servants to beat along the street to order the shops to open again, but they are afraid and dare not comply with his request. The Magistrate is anxious about the matter.

The following paragraph from the *China Gazette* is enigmatical. We reproduce it with the original spelling unaltered.—The Amateur Circus was crowded last night with an enthusiastic audience representing the beauty and fashion of Shanghai, who enjoyed the splendid show even more than the exclusively masculine spectators on Tuesday night. The programme went without a hitch save a tumble to the charming Miss Tottie Lingsocks, fortunately without resulting in any serious damage.

The *s.s. Kineight* seems to have astonished the town at the end of last month by going uptown to the Bund. From her experiences in trying to get out again, however, it seems very uncertain whether her adventurous captain will try the journey up the Peiho again. It took three days to reach Tongku, and one resident who had boarded the steamer for that place and who expected to return to Tientsin the same day gave a graphic description of the ship running ashore first one side and then the other.

The Rev. J. D. Liddell, of the London Mission, and Mr. May, mining engineer, have gone to the district west of Chingchow in Manchuria. To show the extent to which the "door is open," even on the line of railway north of Shanhaikwan, built by British enterprise, these British subjects, the *Mercury* reports, could not pass Shanhaikwan without a Russian passport, and this was only granted them by special favour, and after their being able to prove satisfactorily that they had not the remotest connection with the British military authorities.

A circular has been issued by the newly started Stock Exchange at Shanghai to members on the subject of Sharebrokers' commissions. It reads: "Upon the requisition of ten members, an extraordinary general meeting of the Association is called for 5 p.m. on Monday the 12th inst., to consider and, if approved, to pass the following Resolutions:—That on and after the 1st of Sept., next, the scale of brokerage be altered as follows:—Hongkong and Shanghai Bank Shares 1 per cent. from seller and 1 per cent. from buyer. All other Stocks and Debentures 1/2 per cent. from seller and 1/2 per cent. from buyer. Stocks bought from Hongkong 1/2 per cent. from buyer." The circular is signed Geo. D. Scott, Secretary.

The following paragraph is from *Truth* of the 11th ult.:—German competition has to be faced in almost every kind of trade nowadays, and even so comparatively unimportant a business as the supply of English newspapers and magazines to readers abroad is not exempt from it. From a letter that I have had from Messrs. W. H. Everett & Son, the well-known agents, it would seem that this is a branch of business in which German Postmasters are particularly enterprising. For example, the firm incautiously used a postcard in replying to a correspondent in Germany who asked for the rate of subscription to an English provincial newspaper; The result was that the Postmaster of the German town read the postcard and at once went to the addressee and booked the order for the paper. At Shanghai—to give another instance—the German Post Office sends circulars to residents of all nationalities undertaking to supply any European publications, and though the prices charged for *Truth* and other journals are really in excess of those for which they can be procured from home through other channels, there is such a universal and profound faith in German cheapness that this fact is often overlooked. If the German Government allows its postal servants to act as newsagents, English firms must do the best they can to meet this rivalry, but they will evidently be wise not to communicate with customers on postcards.

Writing to the *Times* last month, Dr. Warren, Head Master of Eton, protests against the development of Henley Regatta into an international affair, and asks that, in accordance with the wishes of the original founders, competition should be limited to the United Kingdom. He says:—"I do not wish that this should be done out of any selfish fear lest the prizes in question should go to foreign hands, for I feel convinced that we are good enough to hold our own. But I do most earnestly desire that our amateur sportsmanship may be preserved from the deadly inroad of professionalism, which is already making a business of so much that ought only to be a pleasure and threatens to crush the life out of the sports of 'merrie England.'" Mr. R. C. Lohmann wrote on the 10th ult. to express his entire agreement with Dr. Warren. He puts the case thus:—"Under ordinary circumstances we can regard the rowing there as a pleasant pastime, but if we are to be faced year by year with a foreign crew trained through a prolonged period with the sole object of competing at Henley we shall have to revise our methods and shall be forced, in view of the international issues involved, to make rowing a serious business instead of an amusement. Thus our rowing will tend to become 'professionalised,' and Henley itself will lose all its charm in the atmosphere of overstrained and unhealthy excitement produced by international competition."

H.M.S. *Dido* went into dock yesterday morning.

H.M.S.S. *Ediphe* and *Daphne* were still at Amoy on the 10th inst.

The British transports *Itria* and *Muttra* arrived from Calcutta yesterday.

One fresh case of plague and two deaths (Chinese) were reported during the 24 hours ending at noon yesterday.

We regret to announce the death of Mr. Olly Lang, son of Admiral Lang, of typhoid fever, at Swatow on the 12th inst.

We are informed that Mr. Robt. Cook, assistant manager, Kowloon Dock, is still seriously ill. His many friends wish him a speedy recovery.

The Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Colonial Government... \$300

C. M. ... 5

Among the arrivals yesterday morning by the *s.s. Kwanylee* was Sergeant Matos, of the Macao Police Force, who proceeded to Shanghai the other day in order to convey the youth Rozario, charged with forging a cheque on the Hongkong and Shanghai Bank, to Macao, where he will be tried.

A curious story has reached us. Three ex-naval men were practically engaged by the Captain Superintendent of Police to augment the gradually diminishing force of European constables, and had only to pass the doctor's examination before being sworn in. They appeared before the medical man, and the examination being over, they were, according to the regulations, to be vaccinated. This apparently alarmed them, for they resolutely refused to undergo the ordeal, left the doctor, and have not been heard of since. However, it is rumoured that other reasons, such as doubt as to the wisdom of the step they contemplated in entering the Hongkong Police Force, were the cause of their sudden retirement, and that the objection to vaccination was only used as a means to the desired end.

Lord Charles Beresford will in the ordinary course return to England in February next on being relieved of his duties as second-in-command of the Mediterranean Squadron.

The English Ordnance Department will probably ship out during the next six months a sufficient number of the new 10-pounder guns to permit of the re-armament of Mountain Batteries in India. A large number of Maxim's are also expected, as each regiment of Infantry in the Indian field army is to receive two machine guns.

A vigorous criticism of the troops of nations other than Germany appeared recently in the *Ostasiatische Lloyd*, in the course of which very uncomplimentary remarks were made of our Indian troops with their effeminate appearance and lack of muscle. A Tientsin correspondent writes pointing out that if absurd it was at any rate amusing to read of the unbecoming condition of the Indian troops, who managed so easily to pull over their Russian and other rivals in the "tug-of-war." Probably the German writer's eye-sight was not good enough to enable him to distinguish between troops and camp-followers; at least it is charitable to suppose so.

About 10.45 last night house No. 34, Cochran Street collapsed, causing a conflagration which gutted the adjoining building. It is estimated that at least a dozen persons were buried under the ruins of the building—one of whom was a woman, another presumably a child judging by the cries heard.

A number of Chinese passing at the time of the collapse were buried under the debris falling on to the street. Three dead and one wounded have been unearthed.

The cries of the unfortunates were heart-rending, and the Fire Brigade men worked like Trojans to rescue the victims, but necessarily had to work slowly and carefully, as a number of beams were only supported by a stone pillar, forming an arch, under which, buried among the lighter debris, the victims were imprisoned, and any careless removal of the posts and stones would have caused the whole to give way and crush the unfortunates to death.

A gang of coolies was sent for to expedite the removal of the debris and the rescue of the victims.

At the time of going to press, three men and one woman, besides those before-mentioned, had been removed from the ruins and sent to hospital.

The cause of the collapse is supposed to have been due to the recent heavy rains, which so soaked and undermined the flimsy structure that it collapsed under its own weight.

## SUPREME COURT.

Wednesday, 14th August

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE  
(ACTING CHIEF JUSTICE).

APPLICATION FOR HABEAS CORPUS.

Mr. E. H. Sharpe, instructed by Mr. Monney, applied to His Lordship for a writ of *habeas corpus*, to be served on the Superintendent of Police of this colony, to produce the body of one Leung Kiu Yan, alias Leung A. Su, who is at present detained by the police under a order of banishment from H. E. the Governor.

Mr. Sharpe in explanation of his application stated that his client after serving a six weeks sentence for larceny was detained by the police under an order for banishment for five years. The order was presumably issued under Section 3, Banishment Ordinance of 1882, and an amendment to said Ordinance, contained in Ordinance 4 of 1885, section 1.

Counsel further stated that the police had been applied to for a copy of the order of banishment, but had refused to give one.

His Lordship—Refused?

Counsel—Yes, your Lordship.

His Lordship—I suppose they ignored your request?

Counsel—No, Your Lordship. We have received a letter from the Captain Superintendent of Police (reading letter) wherein he declines to let us have a copy of the order. As we have not seen a copy of the order, I only assume the order was granted according to the Banishment Ordinance previously alluded to, and if that is the case, the order is illegal, as the man to be banished under this order is a British-born subject, and consequently such order could not be issued. The Banishment Ordinance says that the Governor in Council has power to prohibit anyone not born a British subject from residing in the colony. Now my client was born on the 26th March, 1878, at Hongkong. He has always lived here, his mother was born here, and his father, grandfather, and great-grandfather are buried here.

His Lordship—Do you contend that the man is a British subject?

Counsel—Certainly, Your Lordship. He is a naturally born subject of His Majesty the King. His Lordship—if a Frenchman was born in London would you consider him to be a British subject?

Counsel—Yes, Your Lordship, if the Frenchman's parents were domiciled in London. Now our client's people have been domiciled here for the past three generations; there is no doubt of this.

His Lordship—Where is the order for banishment?

Counsel—That is the trouble, Your Lordship, we have been unable to obtain a copy of the order. We applied for it, but were refused by the Captain Superintendent, nor did he give any reason for his refusal.

His Lordship—He need not give a reason.

Counsel—I know, Your Lordship. There have only been two cases of this nature during the past eighteen years. If no reason is given, the order cannot be legal.

His Lordship—We must have the order. Your reasons are just. We will make the writ returnable on Saturday morning next at ten o'clock. Your man is in goal?

Counsel—He is in police custody, within the prison premises.

His Lordship—He is safe then.

Counsel—He is allowed to walk around in custody of a Chinese constable.

His Lordship—Well, he can't get away then. All right, make the writ returnable for Saturday next.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## GENERAL NEWS.

LONDON, 13th August, 7.45 p.m.

## THE LATE EMPRESS FREDERICK.

The Empress Frederick's funeral took place to-day. Count von Waldersee carried Her late Imperial Majesty's crown.

## G.C.B. FOR COUNT VON WALDERSEE.

King Edward has invested Count von Waldersee with the Military Grand Cross of the Order of the Bath.

## "OPHIR" AT DURLAN.

H.M.S. *Ophir*, with the Duke and Duchess of Cornwall and York on board, has arrived at Durlan.

## HONGKONG AS A COALING STATION.

The Bill brought forward in the House of Commons by Captain E. G. Pretyman M.P., Civil Lord of the Admiralty, with regard to Naval Works, provides for coaling facilities at Hongkong.

## A SHANGHAI CASE.

Mr. I. Pollak, of Shanghai, has obtained £1,500 damages for commercial services against the Yangtze Corporation.

## THE MARKETS.

Copper is dearer. Cotton shows a slight advance in Manchester and American goods. The demand is principally Eastern.

## REUTER'S SERVICE.

LONDON, 12th August.

## ENGLAND AND CHINA—THE DELAY IN NEGOTIATIONS.

The delay in the signing of the Protocol is due to England objecting to Powers with microscopic commercial interests enjoying an equal voice with herself on the proposed international tariff revision commission.

LONDON, 12th August.

## THE TIBETAN MISSION TO RUSSIA.

Lord Cranborne states that Count Lamsdorff, Russian Minister of Foreign Affairs, has informed Sir Nicholas O'Connor that the Tibetan mission to Russia has neither political or diplomatic significance.

## SECOND READINGS IN PARLIAMENT.

In the House of Commons, the Royal Title and Pacific Cable Bills have passed the second reading.

## MEMORIAL TO THE LATE QUEEN VICTORIA.

HONGKONG'S CONTRIBUTION.

His Excellency the Governor presided yesterday at a public meeting held at noon in the Council Chamber to consider the steps to be taken towards contributing to a memorial to the late Queen Victoria. The attendance included: His Honour A. G. Wise (Acting Chief Justice), Hon. J. H. Stewart Lockhart, C. M. G. (Colonial Secretary), Hon. W. Chatham (Acting Director of Public Works), Hon. F. H. May, C. M. G. (Captain Superintendent of Police), Commander Powell, Mr. E. Jackson, Hon. T. H. Whitehead, Hon. J. Llanburth, Hon. J. J. Bell-Irving, Hon. Dr. Ho Kai, the Bishop of Victoria, Dr. Atkinson (Principal Civil Medical Officer), Mr. J. W. Norton Kyshe (Registrar, Supreme Court), Mr. R. K. Leigh, Mr. A. H. Rennie, Mr. A. J. Raymond, Mr. H. A. Ritchie, Mr. C. Palmer, Mr. B. Shaw, Mr. H. E. Tomkins, Mr. H. P. Tooker, Mr. F. von der Pfordten, Mr. Moorhead (Commissioner of Customs, Kowloon), Mr. T. Cocker (Deputy Commissioner of Customs, Kowloon), Mr. H. H. M. Medley, Mr. D. M. Moss, Mr. W. Costa, Mr. E. C. Wilcox, Mr. E. T. Johnson, Mr. E. F. Skerrett, Mr. R. F. Johnston (Private Secretary to H.E. the Governor), Mr. Fung Wa Chuen, and other leading Chinese.

Addressing the meeting, His EXCELLENCY said:—Gentlemen, I have asked you to meet me here to-day in consequence of the receipt of an invitation from the Secretary of State in the shape of a despatch—published in the *Express* and which no doubt you have all read—inviting the outlying portions of the Empire to contribute to a memorial to be erected in London to our late well-beloved Sovereign, Queen Victoria. I will call your attention to the last paragraph of the despatch, in which Mr. Chamberlain says:—"In making this request, I do not forget that many Colonies will desire to have their local memorial, but I am led to believe that they will also wish to be distinctly and separately represented in the commemorative monument which is intended to perpetuate in the heart of the Empire the glories of Her late Majesty's reign, and the loving esteem in which she was held throughout Her dominions." Now, in pursuance of that invitation, I have asked you to meet me here to-day for the purpose of initiating a movement in Hongkong in the shape of a contribution to this great central monument to our great dead. This invitation comes fifty when the first great burst of sorrow over the loss of our dear Queen has passed away, and men begin to think calmly and dispassionately how best to commemorate the memory of the great Queen under whose reign we have all been born and under whose rule we have seen England spread her wings of empire, until her flag floated over every quarter of the globe, and her dominion embraced one quarter of the human race, who enjoy to a greater extent than any other people the priceless blessings of individual liberty. Of all the products of that wonderful century, which we have seen rise and fall, the most beautiful has been the advent of a great monarch who at the same time has been a great and good woman—a monarch who has been acknowledged as a pattern for all time as a wise ruler of a free people—a woman whose blameless character will be cited through future ages as a pattern to be followed by every good woman who wishes to fulfill her womanly duties faithfully in every sphere of life. From

the moment when, as a young and trembling girl, she turned from the kneeling nobles who announced her accession, and sought in instant prayer for strength to bear faithfully the burden of her stupendous responsibilities, until at length, full of years and the honours of a world-wide admiration and reverence, she sank to her peaceful rest, Queen Victoria never wavered in her devotion to her public duty, and in her watchful care over the welfare of her people. When, in the early part of the last century, every throne in Europe rocked with the upheaval of the times, the waves of rebellion broke harmlessly against the throne of Queen Victoria, enshrined as it was in the hearts of her people. The fierce light that beams upon every throne in her case only served to show more clearly those exquisite beauties of truth and purity and justice and goodness. Great queens there have been—Semiramis, Cleopatra, Isabella, Catherine—to whom adjectives can readily be applied, but down the ages, when the personal love of those who lived in her generation is removed, and the historian of the future examines the facts of the present with calm and critical impartiality, the name of Victoria the Great will be accepted as the embodiment of all that was most noble among the noble, of all that was most worthy of admiration, of loyalty, of reverence, of love, among the mightiest monarchs of all time. (Applause.) To such a monarch it is right that such a monument should be raised in the heart of the Empire as will vie with any other monument erected to the greatest of the world's rulers, and it is right that every portion of this vast Empire should contribute towards its erection. In this common contribution I have no doubt whatever that the community of Hongkong will bear a fitting part. Never has Hongkong been exposed to ruin in the cause of clarity, but in this case we are asked to mark our sense of the great and beautiful character of the great Queen whose name has to us been a household word, and under whose will and past rule men of all races have enjoyed the blessings of freedom, of justice, and of equality before the law. No feeble words of mine can commend to you as strongly as I could wish this proposal to contribute, but I leave the matter in your hands in the full assurance that the contribution from Hongkong will be worthy of this important and prosperous Colony. (Applause.)

The next speaker was Sir THOMAS JACKSON, who said:—Your Excellency and gentlemen, it has devolved upon me to move what I believe is the only resolution to be placed before the meeting. Before doing so, however, I should like to remind all present that the memory of our beloved Queen has particular claims upon Hongkong. Hongkong, the quietest accession to the crown made after Queen Victoria came to the throne, and its city was called after herself—Victoria. There have been many more accessions during her reign, but I doubt if in any of all the vast acres—thousands of acres, thousands of square miles—there is one spot that prospered more during her reign than this little colony of Hongkong. Therefore I think Hongkong ought to be well to the front in giving its mite towards this costly monument to be raised in front of Buckingham Palace in London, and I am glad to say that there is only one opinion in this colony about the matter. I am sure that many of our friends other than British who have participated in the prosperity of this place will only be too glad to help us in the matter. I do not think I can well add anything to the eloquent words His Excellency has just given expression to, and I shall therefore confine my remarks to the making of the resolution which is as follows:—"That, in accordance with the suggestion of the Secretary of State contained in his despatch of the 10th June last, subscription be raised in Hongkong in aid of the Memorial to Her late Majesty Queen Victoria; and that the following Committee be appointed to make arrangements for raising such subscription, viz:—His Honour A. G. Wise; Hon. J. H. Stewart Lockhart; C. M. G. (Hon. Secretary); Sir Thomas Jackson and Hon. C. P. Clavert, C.M.G. (Hon. Treasurer); Hon. J. J. Bell-Irving, Hon. Dr. Ho Kai, Hon. J. Llanburth, Hon. J. H. May, Hon. F. H. May, Hon. W. Chatham, Hon. F. H. May, Hon. T. H. Whitehead, Hon. J. J. Bell-Irving, Hon. Dr. Ho Kai, the Bishop of Victoria, Dr. Atkinson (Principal Civil Medical Officer), Mr. J. W. Norton Kyshe (Registrar, Supreme Court), Mr. R. K. Leigh, Mr. A. H. Rennie, Mr. A. J. Raymond, Mr. H. A. Ritchie, Mr. C. Palmer, Mr. B. Shaw, Mr. H. E. Tomkins, Mr. H. P. Tooker, Mr. F. von der Pfordten, Mr. Moorhead (Commissioner of Customs, Kowloon), Mr. T. Cocker (Deputy Commissioner of Customs, Kowloon), Mr. H. H. M. Medley, Mr. D. M. Moss, Mr. W. Costa, Mr. E. C. Wilcox, Mr. E. T. Johnson, Mr. E. F. Skerrett, Mr. R. F. Johnston (Private Secretary to H.E. the Governor), Mr. Fung Wa Chuen, and other leading Chinese.

Speaking for the Chinese, the Hon. Dr. Ho Kai said:—Your Excellency, I have very much pleasure in supporting the resolution just proposed by Sir Thomas Jackson and seconded by Mr. Bell-Irving. I am sure, so far as I can speak, that the Chinese community in the colony will be only too happy to assist in the solemn duty which will contribute very gladly what they can to the memory of a Sovereign whom they were accustomed to regard with admiration, with reverence, and with respect. I do not think there is any class of subjects who appreciate the goodness of our late beloved Sovereign, Queen Victoria, more than the Chinese in Hongkong, and I feel confident that when the subscription list goes forth among them they will prove their respect and admiration for our late beloved Sovereign by the amount of their contribution. I have very much pleasure in supporting the resolution. (Applause.)

His EXCELLENCY the GOVERNOR then put the resolution to the meeting; and said:—Gentlemen, you have all heard the resolution that has been proposed by Sir Thomas Jackson, seconded by the Honourable Mr. Bell-Irving, and supported by the Honourable Dr. Ho Kai. These in favour of the resolution will kindly hold up their hands.

The resolution was carried, nem. con.

Before dismissing the meeting, His EXCELLENCY said:—Gentlemen, I will only add one remark, and that is: that I hope this Committee will expedite their labours in this matter as much as possible, so that the contribution from Hongkong shall be sent home as quickly as may be. I think it is a great thing; whatever the Committee decide to send it early, as the amount may to a certain extent enter into the calculations in connection with the arrangements for this great memorial. As you will have noted in reading the despatch, the Secretary of State, the contribution coming from each colony will be devoted to a considerable extent in securing for the great monument that is to be erected a separate representation of that colony as one of the component parts of the great memorial, and I have no doubt, whatever that that separate representation will be worthy of Hongkong. I only hope that whatever artists are called upon to carry out the grand idea of the central monument they will be equal to the task, and that they will include in their part in providing the necessary funds. (Applause.) That is all, gentlemen. Thank you very much for your attendance here to-day. On such a very bad day, this is a very good attendance indeed.

The meeting then dispersed.



## THE INSANITARY CONDITION OF HONGKONG.

II.—(Continued.)

Mr. Chatham next alludes to Markets, and he refers to the Central Market as a monument to official enterprise and energy. It is a fine building—though a few windows have been forgotten—and they have not only one but several equal to it both in Singapore and Shanghai. The Central Market here is most unrepresentative, and we need not only one but half-a-dozen in place of the few miserable little shacks in other parts of the colony. Mr. Chatham omits to refer to the amount of pressure it took to move the Government to provide suitable markets adapted to the needs of this rapidly-increasing community.

The Colonial Veterinary Surgeon in his report for 1899 gives some striking facts, especially in the matter of dates and incomes. He said:—

In previous reports, I have from time to time pointed out the urgent necessity of providing increased market accommodation, but as yet without any result. I therefore proceed to give a few figures which I think should go far to further substantiate my reason for so doing.

In 1868, the Central, Western, Eastern, Tai-pingshan, Wanchai, and Soem-poo Markets were erected. To these were added the markets of Saiyung-poon in 1864, and of Shek-poo in 1876, being an increased accommodation of 98 stalls, the re-building of the Central Market in 1893 giving a further increase of 41 stalls, or a total of 139 more than in 1868. But during this period—from 1859 to 1899—the Eastern and Tai-pingshan Markets of 68 and 74 stalls respectively, were demolished, thus showing a loss of 142 stalls to the total market accommodation of the City of Victoria during the last forty years, although in that time the population has increased from 40,780 in 1859, to 108,300 in 1899, and the revenue from markets from \$20,077.50 to \$80,901.38.

I believe the cost of erecting the Western Market in the first instance did not exceed \$10,000, yet during the last year the revenue derived from its stalls rents amounted to no less than \$23,465.64.

Mr. Chatham refers to the Slaughter-House "unimproved anywhere." It took the Government exactly thirteen years to build this, and then only after Mr. Chadwick had again insisted on it. The Colonial Veterinary Surgeon in his Report for 1899 pointed out:—

Shanghai and Aberdeen. No proper slaughter-house has yet been provided for either of these two places, although Section 8 of Ordinance 17 of 1887 reads that "a sufficient number of fit and proper slaughter-houses to meet the requirements of the colony shall be provided by the Government." I am sure the attention of the Board to this matter as far back as 1899 in my Annual Report.

This he repeated in his Report for 1900, and further pointed out in connection with the "unimproved anywhere" slaughter-house that:—

Since the erection of these buildings six years ago at a total cost of \$10,000—retaining preparation of site, technical building, retaining walls, landing wharf, and Inspector's quarters—they have returned in fees, after paying all working expenses, the handsome net sum of \$233,047.00. The two additional inspectors asked for were, however, not granted.

"The expenditure under this heading," says Mr. Chatham, "from 1883 to 1900 has been \$583,137," which is equal to \$34,302.30 a year, to a population of about 300,000, not including the numerous ships of war and merchant vessels which continually use the market. What does Mr. Chatham think of this in comparison with the income of \$233,047, which, of course, should be devoted to maintenance, extension, improvements and new slaughter-houses!

In neglecting to build more markets and slaughter-houses, which this officer points out are required, the Government is not only ignoring profitable sources of revenue, but tending to increase the cost of food.

The Acting Director of Public Works in answering the complaint of the Petitioners as to the Government neglect in providing latrines, naively remarks that "the provision of these conveniences has not been entirely neglected" (the italics are mine) and he gives certain information which shows that the Government has actually provided nine latrines for a population of 280,000, most of whom are Chinese.

Mr. May also provides a page on latrines, the only portion of which need be referred to is his statement concerning the Leighton Hill latrine. To give an idea of what Mr. May considers to be a trifling statement, I append the following:

THE BOARD. In 1897 the Board made formal application that sites for 12 latrines be reserved in the resumed area of Tai-pingshan in accordance with the approved plan for the laying out of the area.

These sites are still reserved, but owing to the fact that very little of the resumed area has been taken up for building purposes only one of the latrines has been built.

The Board asked at the same time for a latrine to be erected at Leighton Hill. It was erected in 1899. They also asked for a latrine near Ship Street and for one at Tai-ko-tai. The former was built (after the necessary formalities had been complied with) in 1899 and the latter, which took the form of a small shed structure, pending the further development of the village, in 1898.

In 1899 the Board recommended the erection of 2 latrines. Provision was made in the Estimates for 1899 for two latrines and two were erected during the last year as shown above.

It will be noted that the latrines in his third paragraph replaced others. This is one of numerous instances of the suppression of the truth in the Memorandum.

In the Government's analysis of the Report prepared for Mr. Osborne and presented at the

last Sanitary Board meeting it is consoling to note that "410,000 for additional latrines is to be inserted in the Estimates for 1902." Why this sudden burst of unselfishness (9) extravagance?

In the matter of Roads Mr. Chatham discreetly says little and Mr. May, *mirabile dictu*, is altogether silent. What Mr. Chatham says, is, however, gratifying, for it is evidence after all that the question of roads, not their condition, does come within the scope of official responsibility. Now can the Acting Director of Public Works for a moment put aside his official mask and conscientiously state—before a Justice of the Peace—(1) whether there is a road on the lower levels worthy of the name? (2) That if there be it is kept in a condition in any way equal to a road at Singapore, Macao and even Shanghai? (3) That although the traffic on the lower levels is almost entirely limited to jinrikishas and bicycles the main roads are in an abominable condition, and in wet weather several are absolutely dangerous. Seeing that for years past the P.W.D. has never been able to keep in fair condition the very few roads it possesses, the Government might reasonably include in its 1902 estimates the cost of an engineering department to Singapore and Macao to learn how roads are really made and kept. The doctors, dentists, and jinrikisha-repairers would probably protest, but their opposition could be overcome with firmness.

Under the head of Miscellaneous Sanitary Works, the Acting Director of Public Works writes:—

In addition to the works already described, several others of minor importance have been carried out. They include 10 public latrines, 20 tanks for washwater to carry on their operations in, under sanitary conditions, a Vaccine Institute, and a Disinfecting Station, the combined cost of which amounts to \$33,091.

Any one acquainted with the villages of Tai-ko-tai, Mong-ko-tai and Fan Tuen Heng as they existed six or seven years ago, would find difficulty in recognizing them again to-day. It may safely be asserted that a revolution has been wrought in these and other villages.

Mr. Chatham omits to mention that the small row of cottages erected as Public Laundries came into existence just nineteen years after Mr. Chadwick's recommendations thereon; and further that the Chinese reasonably declined to use them owing to want of water which was constantly failing, a necessity for which the Government absent-mindedly made no regular provision for. Then the Government draws attention to the condition of the villages. Surely we were not supposed to erect insanitary villages; the Government apparently congratulates itself because it did not!

The Vaccine Institute is generally not working, and during epidemics of small-pox the Saigon serum was used by medical men. Was not the disinfecting station also needed?

Mr. May seems to have had a hand in the next paragraph, or perhaps the Editor-in-chief thought it time to assert himself. As this thought will be dealt with elsewhere it need only be mentioned that the "elastic revenue" which prohibited "back alleys and the formation of a Fund to carry out large Sanitary Schemes" did not prevent the Government from increasing the military contributions or their own salaries. The present "care to provide public lanes" is evidence that the Government on this, as on other matters, is waking up to its past neglect.

Mr. Chatham alludes in glowing terms to the Tai-pingshan Resumption, and apparently claims this enterprise on behalf of the Government. I refer him to the speech of the Supt. of Police of 1894 given previously. If evidence could be taken in this matter there is little that Government could congratulate itself over. The place was formerly a hotbed of disease, paying a hundred per cent, and was winked at by the Government for years, and was only resumed by the Government through fear of the ultimate consequences and the emphatic pressure of public opinion. The Public lanes are to be thanked for this improvement, not the Government, and a reference to the newspaper files of that period will abundantly convince one of this.

Mr. Chatham's concluding statement that the Government has done everything possible in the way of the sanitary improvement of the colony is not in accordance with the official statements quoted in the Petition and the repeated pleadings of the Medical Officer of Health, supported by the unanimous opinion of the medical men of the colony. It may convince Mr. Chamberlain, but it will not satisfy this community, who in spite of the flexibility of the Government's conscience and its apathetic indifference will get what they require. Ample evidence has recently been afforded of the Government's alarm on this score.

In concluding his part of the book Mr. Chatham, who unblushingly appends his signature, says:—

In conclusion it will be well to summarize the expenditure on the works mentioned during the past 13 years:

Waterworks	\$2,130,983
Drainage and Sewerage Works	1,272,893
Public Latrines	584,137
Public Lanes	42,470
Miscellaneous Minor Works	38,081
Tai-pingshan Resumption and Improvements	125,973
Total	\$4,245,522

These figures are no doubt very impressive; they represent an enormous expenditure, much waste, and a vast amount of public dissatisfaction. Deleting the items Waterworks and Tai-pingshan Resumption, the real expenditure on Sanitation during the past 13 years is \$1,691,569; set against it the income, and compare it with even the past and present Sanitary requirements of the colony, together with the revenue of the Government for that period. It means an annual expenditure on Sanitary works for the 13 years of \$92,864, and the surplus revenue for the year 1901 is estimated at a million!

SCRUTATOR.

(To be concluded to-morrow)

## POLICE COURT.

Wednesday, 14th August.

BEFORE MR. HAZELAND.

## POSSESSION OF COUNTERFEIT COIN.

Lan Kai Cheung, collector on the Yau-mat ferry launch *Cheung Cheung*, was charged by Lance-Sergeant Detective R. Smith, No. 35, with being in possession of 682 counterfeit coins, to wit, 634 five-cent and 48 ten-cent pieces.

Lance-Sergeant Smith stated that on the 2nd inst. he went on board the steam launch *Cheung Cheung* at Praya West. As he stepped aboard he asked for the collector and was told he was down in the cabin. Witness went down to him and asked him how much money he had collected for the Ferry Boat Company. He put his hand into his left-hand jacket pocket and pulled out about four dollars. There was also some money belonging to the Company, in all \$5.20. Witness then asked defendant if he had any more, and upon the latter replying no, witness searched him and found in his right-hand jacket pocket 35 Hongkong and one Chinese counterfeit five-cent pieces. Witness next asked defendant if he had a box; he answered no. The detective then took two keys from defendant's waist. He found a locker contained in a seat and opened it with one of the keys. He found therein 598 Hongkong five-cent pieces wrapped up in packages. The whole of the money found in the locker was counterfeit. As soon as witness opened the locker defendant called out, "This had money does not belong to me; it belongs to my friend."

Witness then seized the money, both good and bad, and arrested defendant.

The next witness, a Chinese constable, practically corroborated first witness' evidence. The Magistrate shrewdly gave evidence as to having examined the money and found it to be counterfeit.

His Worship transferred the case to the Supreme Court for trial.

Mr. Wilkinson, who appeared for the defendant, reserved his cross-examination.

BEFORE MR. KEMP.

## OBSTRUCTING PASSAGE WAY.

Fung Mok was charged with unlawfully anchoring his brick boat alongside the landing-steps of Blake Pier and thereby obstructing the free access to the latter. He was fined \$1 or fourteen days hard labour.

## UNLAWFUL POSSESSION OF ARMS.

There were two cases of unlawful possession of arms, viz., one pistol and a revolver, and one revolver and fifteen rounds of ammunition. The arms were ordered to be confiscated.

## ILLICIT CAPTURE.

L. S. George, No. 49, captured at No. 43 Tsat Tzei Street, 63 seals of raw, 272 dross opium scales, strainer, in fact a whole opium refinery outfit.

There were an old woman and two men in the case. The woman at first pleaded complete ignorance of how the opium got into the house, and then said that one of her lodgers brought it there. The two men said they simply lodged with first defendant and knew nothing of the opium.

The woman was fined \$500, or in default three months hard labour, while the two men were discharged, the evidence against them being insufficient. The woman being unable to pay the fine had to go to gaol.

## UNIVERSAL TRADING COMPANY, LD.

The following is the report of the general manager for the year ending the 30th June, 1901, for presentation to the shareholders at the first ordinary annual meeting of the company to be held at the Registered Office of the company, 4, Des Voeux Road Central, on Saturday, the 17th August, at noon:

Gentlemen, I have the pleasure to submit to you the report and statement of accounts for the year ending June, 1901.

The net profit for that period amounts to \$43,187.18. After deducting the interim dividend of 20 cents per share paid on the 21st January last, there remains a sum of \$28,187.18 which is proposed to deal with as follows:—

To pay a dividend of 75 cents per share on 6,200 shares at \$20 fully paid up	\$4,950.00
and 30 cents per share on 43,800 shares at \$5 paid up	13,140.00
place to reserve fund	10,000.00
carry forward to next year's account	397.18
Total	\$28,187.18

When the Company was established, I undertook there will be no charge made for management during the first year, and it will be noticed, I accordingly forego my remuneration for that period.

The accounts have been audited by Mr. W. Hutton Potts, who offers himself for election.

ELLIS KAPOORE, General Manager.

Hongkong, 13th August, 1901.

The following are the accounts for the year ending 30th June, 1901:—

## BALANCE-SHEET.

Capital—	\$ c.
6,200 shares at \$20 fully paid	124,000.00
43,800 shares at \$5 paid up	219,000.00
Sundry creditors	28,187.18
Balance of profit and loss	\$972,371.23
Total	\$1,463,457.23

## ASSETS.

Loans	342,937.75
Hongkong and Shanghai Banking Corporation	14,416
Sundry debtors	20,384.97
Furniture	606.00
Cash on hand	3.20
Total	\$372,371.23

## PROFIT AND LOSS.

Charges	\$ c.
Furniture account depreciation	3,669.55
Interim dividend	15,000.00
Auditor's fee	100.00
Balance	28,187.18
Total	\$46,956.73
Interest on loans	\$6,242.23

## LATEST STEAMER MOVEMENTS.

The steamer *Catherine Apsar*, from Calcutta, left Singapore for this port on the 14th inst. p.m.

The N.P. steamer *Olympia* arrived at Tacoma from Japan and Hongkong on the 12th inst.

## BRITISH NORTH BORNEO COMPANY.

The report for 1900 states that the total receipts for the year on revenue accounted to £23,680. The expenditure for the year amounts to £24,803 on revenue account in Borneo and £4,273 for home expenses. These figures show that the receipts of the year exceeded the expenditure by £16,602, but on the other hand account for depreciation, &c., less adjustment of exchange £597, calculated at the current rate of 2s. 1½d. per dollar. There has been a net expenditure on capital account in 1900 of £103,339, including a sum of £4,323, being proportion of salaries, subsidy to steamers, and other expenses, estimated as chargeable to capital. The special expenditure on lands and property account, £216,202, has also been carried to lands and property account. The revenue account for the year shows a credit balance of £14,167, to which is added £85 for land sold in 1900, making a total of £14,252. This sum has been added to the balance of land sales and revenue account brought from last balance-sheet, and, after deducting the dividend for 1899, declared in July, 1900, &c., there remains a credit balance of £81,734. The Court recommended a dividend at the rate of 2 per cent. per annum, which will amount to £21,620. The Court regret to have to announce that, owing to his advanced age, Admiral of the Fleet Sir Henry Keppel, has felt compelled to resign his seat on the Court.

## THE NEW RUSSIAN MINISTER TO PEKING.

M. Paul Lessor, left the Russian Embassy in London last month for St. Petersburg, on his way to his new post at Peking to succeed M. de Giers as Russian Minister to China. London Society and the Front at Brighton will be the poorer by a very notable figure, says the *Graphic*. M. Lessor is older, grayer, and the lines on his face are more strongly marked than when he made his first appearance in London during the stormy times of 1883, and was the guest of the day in spite of the weight of his diplomatic responsibilities, but if his gaiety is now somewhat subdued, his place has been taken by a very attractive gentility, and he has made a host of attached friends during the last five years of his residence in this city. He is, however, taking a post which will bring out all his great capacity for distinction, and we may look forward with confidence to his return among us some years hence in a more exalted position than that which he has hitherto held. M. Paul Lessor is 59 years old. He has shown that his country on the Amur, Lessor did with even greater effectiveness in Central Asia. He first accompanied General Skobelev to survey the sites of the new Asiatic railways. In 1889 he joined General Komaroff as an expert in surveying and exploring the "Pacoman" country between the Caspian and Afghanistan. The work he performed at this period is historic, and the British Foreign Office found it necessary to devote an entire and separate Blue-Book to an account of his explorations. In February, 1895, he was sent to London on a special mission, as geographical expert to assist the Ambassador in the negotiations which accompanied the despatch of the Afghan Boundary Commission. He was the life and soul of those negotiations, and he was afterwards employed as a Commissioner to settle the boundaries both at Zulkhar and at St. Petersburg. The Protocol, which was eventually signed in July, 1897, and which is epoch-making in the history of Anglo-Russian relations, in Central Asia, was chiefly his handiwork. M. Lessor was decorated, and made a Councillor of State, and was furthermore appointed Russian Political Agent at Buchara, where he laboured for years at the consolidation of Russian influence in Central Asia. In May, 1898, he was appointed to succeed M. Boutevillier as Councillor of the Russian Legation in London. Owing to M. de Staal's increasing years he has taken a prominent part in the negotiations with the British Government, especially in regard to Turkey and China. He was Charge d'Affaires when the Newchwang Railway incident arose, and it was owing to his alertness that the dangerous episode was averted. In the principle of spheres of economic interest in China was first adopted. M. Lessor has made a very close study of the Chinese question, and there can be no doubt but that he will take a very prominent part in the work that has yet to be performed for the restoration of a normal state of things in the Far East. He knows the Asiatic, and he knows the Englishman, and he is in the habit of getting what he wants. From the Russian point of view his appointment is an ideal one.

## THE FASHODA CONTROVERSY.

The *Times* Paris correspondent wrote on the 10th ult:—

The discussion over Fashoda goes on as furiously as ever. We have had today in *Paris* an interview with Colonel Montell. According to Colonel Montell's account, President Carnot explained to him in 1893 the plan of the occupation of the valley of the Upper Nile. This was done at the Elysée in the presence of M. Delcassé. In 1894 he set out, but the scheme was ultimately abandoned. The responsible Ministers were M. Hanotaux and M. Delcassé. This simply confirms the fact already given in the *Times*.

The new point in Colonel Montell's declaration is that he admits that if up to 1895 the scheme was legitimate, in 1896, when it was revised in what is known as the Marchand mission, it was utterly "inopportune," because England had already made known diplomatically her views that the execution of any such plan would be an unfriendly act. Thus Colonel Montell entirely confirms the legitimacy of England's indignation at the time. He says:—

"A conflict with England was virtually opened by the departure of Marchand, aware of the importance of his act." Colonel Montell thinks that the reason France was not ready when the Fashoda question became acute is because she did not wish to be. It is interesting to find this well-known explorer so completely understanding, in spite of his Nationalist leanings, the English point of view.

The *Debats* sums up the controversy as follows:—

"The truth about Fashoda is, unfortunately, too simple and requires no revelation as to the conduct of this or that person at a given moment. The country, or rather, the successive Governments during a fairly long period, undertook an enterprise without taking account of its importance, and consequently of the means required to carry it through. Not for a moment did they, apparently, suspect the inflexibility of the country against which they pitted us. They fancied that they were procuring us the means for beginning a diplomatic conversation in an affair in which only force was in order. They

were completely blind to the gravity of the enterprise. Consequently when things were revealed in their true light, such was our want of preparation that 60,000,000 or 70,000,000 had to be hastily spent in rapid measures of defence, the efficacy of which was, happily, not tested. This decision, taken in one night, to spend 70,000,000, without the approval of Parliament is by some persons represented as an heroic act; but how could one more ingenuously admit the surprise and disorder inevitably caused by a policy which, however, had been carried on for a long time? A grave fault, but one shared by a large number of men, was committed. These are the facts, and it is worth while looking them in the face, for in the future the same disorder and inconsequence will inevitably result in the worst disasters."

## ROYAL WARRANT

TO

HIS MAJESTY

KING EDWARD VII.

## DEWAR'S PERTH WHISKIES

## SPECIAL SPECIAL EXTRA WHITE LABEL.

## SOLE AGENTS—

## H. PRICE &amp; CO.

Hongkong, 15th August, 1901. [616]

## PIANO TUNING.

IF you VALUE your PIANO at all, you

should have it TUNED REGULARLY by

CONTRACT, and by EXPERIENCED

and TRAINED MEN ONLY, who are

employed by us.

## THE ROBINSON PIANO CO., LD.

Hongkong, 16th July, 1901. [2053]

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

## STEAMSHIP "TAIFU," FROM CHEFOO.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 10th August, 1901. [2045]

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamer

## "DOMENEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 12th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 16th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 20th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th August, 1901. [715]

## STEAMSHIP "YARRA."

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London and from Havre, ex s.s. *Bayland*, and from Bordeaux, ex s.s. *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. TO-DAY, the 12th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 19th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 19th inst., at 3 P.M.

No Fire Insurance has been effected.

F. DE CHAMPAGNE, Acting Agent.

Hongkong, 12th August, 1901. [2]

## INSURANCES

## "L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1838.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO. [439]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO. [31]

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [124]

## SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892. [30]

## THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL.....\$410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.



## NEW ADVERTISEMENTS

## WANTED.

**A**T Quarry Bay, experienced EUROPEAN FOREMEN and OVERSEERS. Applications should be made in writing to the undersigned, accompanied by Copies of Testimonials.

**BUTTERFIELD & SWIRE.**  
Hongkong, 15th August, 1901. [2069]

**STEAM LAUNDRY COMPANY, LIMITED.**  
The Company is now in a position to Collect and Deliver at Private Residences. Customers who desire our man to call for their Washing will oblige by addressing this undersigned.

**F. G. ALLEN, Manager.**  
Hongkong, 15th August, 1901. [2047]

**THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.**

**ISSUE OF NEW SHARES OF \$10 EACH PAYABLE ON APPLICATION.**  
Applications for 50,000 New Shares will be received by the HONGKONG AND SHANGHAI BANKING CORPORATION, on or before 8 p.m., on the 27th of AUGUST, 1901, upon Forms which may be obtained either at the said Bank or from the undersigned.

**JARDINE, MATHESON & CO., General Managers.**  
Hongkong, 15th August, 1901. [2071]

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to Sell by Public Auction, TO-MORROW (FRIDAY), the 16th AUGUST, 1901, at 2.30 p.m., at their Sales Rooms, 100, Queen's Road Central, SUNDRY HOUSEHOLD FURNITURE, Comprising—

TAPESTRY-COVERED DRAWING-ROOM SUITE, BEDSTEADS, TEAKWOOD OVERMANTLE, MARBLE TOP WASHSTAND, VIENNA CHAIRS, TEAKWOOD HATSTAND, CHEST OF DRAWERS, ELECTRIC LAMP, CROCKERY AND GLASS WARE, VASES, CARPETS, RUGS, BOOKS, MAGAZINES, HANGING AND CARRIAGE LAMPS, &c., &c.

Four PIANOS and One DAVISCOPE. Terms—As usual.

**HUGHES & HOUGH, Auctioneers.**  
Hongkong, 15th August, 1901. [2068]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW.**  
The Company's Steamship "THALES" will be despatched for the above ports TO-MORROW, the 16th inst., at 10 a.m.

For Freight or Passage, apply to **DOUGLAS LARRAIK & CO., General Managers.**  
Hongkong, 15th August, 1901. [2070]

**THE OSAKA SHOSHEN KAISHA, LIMITED.**

**FOR TAMSUI VIA SWATOW AND AMOY.**  
The Company's Steamship "DAIJIN MARU," Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 18th inst.

For Freight or Passage, apply to **THE MITSUI BUSSAN KAISHA, Agents.**  
Hongkong, 15th August, 1901. [17]

**SHEWAN TOMES & CO.'S NEW YORK LINE.**

**FOR NEW YORK VIA SUEZ CANAL.**  
The Steamship "ATAKA" will be despatched for the above port on or about 15th September.

For Freight, apply to **SHEWAN TOMES & CO., Agents.**  
Hongkong, 15th August, 1901. [2066]

**NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. Co.'s Steamship "PEKIN."**

FROM BOMBAY AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

**H. A. RITCHIE, Superintendent.**  
Hongkong, 14th August, 1901. [1]

**FOR SALE.**

**RACING YACHT "ERICA,"** designed by Mr. A. DENISON. Champion boat in Season 98-99, and winner of many prizes. Price \$300 complete with sails, new last year.

Can be seen on application to **SECRETARY, REYCO, R.E. Mess.**  
Hongkong, 9th August, 1901. [2020]

**R. J. REMBOLD'S, FOREIGN AND COLONIAL STAMP DEALER.**

No. 37, CANNON ROAD, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1395]

**A ON & CO., PHOTOGRAPHERS AND PORTRAIT PAINTERS.**

All kinds of Oil Paintings and Photographic Enlargements.

89A, TOP FLOOR, QUEEN'S ROAD CENTRAL. Opposite to Chase, J. Gaupp & Co. Hongkong, 20th March, 1901. [79]

## NOTICE OF FIRM

## NOTICE.

**THE** Business of MESSRS. TURNER & CO. in Hongkong has been transferred to the Undersigned, who will continue to carry it on under the same Name, Style and Title of TURNER & CO.

**R. CHATTERTON WILCOX.**  
Referring to the above, Mr. HAROLD CHATTERTON WILCOX has been admitted a PARTNER in our Firm from this date.

**TURNER & CO.,**  
Hongkong, 25th July, 1901. [1874]

**NOTICE TO MARINERS.**  
No. 367.

**CHINA SEA.**

**DISCOVERY OF A DANGEROUS REEF TO THE EASTWARD OF THE GREAT YANGTZE BANK.**

**THE** following Hydrographical Note by Lieutenant Commander W. O. LYNE, Commanding H. B. M. Surveying vessel "Waterwitch," is hereby circulated for general information:—

"Hydrographical Note."  
"H. B. M. S. Waterwitch,"  
"Shanghai, 1st August, 1901."

"A coral patch on top of a volcanic pinnacle rising abruptly from the bottom lies in Latitude 22 deg. 07 min. 15 sec. N., Longitude 125 deg. 11 min. E. It extends about a quarter of a mile in N.E. and S.W. direction, and is about 60 yards wide; the least depth obtained is 18 feet, but less water probably exists."

"From the S.W. extreme of the patch for a distance of 1 mile in a S.W. by S. direction, extends a rocky ledge, the least water obtained on which was 17 fathoms."

"Very heavy overfalls and tide-rips were seen on the patch, and they extended about 1 mile N.E. and 1 mile S.W."

"The shoalest spots are apparently at the extremes of the patch. At the N.E. extreme the sea was breaking occasionally, and it would probably break all over the patch with a moderate sea running."

"The overfalls and tide-rips should be visible from a ship for at least 1 mile and with a favourable light, the light-green colour over the coral patch should be seen from the same distance."

"There are depths of 27 to 30 fms., sand and mud, at a distance of about a quarter of a mile all round the patch, except where the rocky ledge extends, so the lead will give no warning until within the limit where the bottom becomes volcanic rock, scorree and broken coral."

"This patch is probably identical with Costa Rica Breakers, reported in 1868; Socotra Rocks, June 1900; Ceylon Shoal, Sept. 1900; Bombay Discoloured Water, October 1900."

"Tidal streams run very strong over and in the vicinity of the rock, and they are of a rotary nature. The stream was running South 2 knots an hour when the "Waterwitch" was close to the patch."

(Sd.) **W. O. LYNE, Lieut. Commander.**

By Order of the Inspector-General of Customs.

**W. F. TYLEE, Deputy Coast Inspector.**  
Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 2nd August, 1901. [2040]

**CARTRIDGES.**

**NOBEL'S SPORTING BALLISTIE.** Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-NORE CARTRIDGES—Loaded with With Powder. Powder only, and 1 oz. of Shot.

Primrose Cases, \$5.65 \$7.40  
Fegamoid Cases, 6.25 8.00  
Ejector Brass Cases, 6.90 8.65

5 per cent. discount on orders of 1,000 and over.

Apply to **WM. SCHMIDT & CO., Gunmakers.**  
Hongkong, 27th July, 1897. [1669]

**QUAN WAH & CO., DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.**

DESIGNS & PRICES ON APPLICATION at No. 1, Queen's Road East, Hongkong

Hongkong, 17th October, 1898. [1738]

**A. LING & CO., FURNITURE STORE.**

**PIATED GLASS & CROCKERY WARE.** Also POCHONG LACQUERED WARE. FURNITURE ON HIRE.

68, QUEEN'S ROAD CENTRAL. Hongkong, 1st May, 1901. [1145]

**NOTICE.**

**H. YERA'S STUDIO** has been re-opened at BEACONSFIELD ARCADE, where the business will be conducted as usual from this date.

Hongkong, 9th August, 1901. [2023]

**J. TOMATIC MAUSER PISTOLS.**

**CALIBRE 7.63 m.m.** With CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS IN 2 SECONDS.

**SIEMSEN & CO.**  
Hongkong, 3rd October, 1900. [75]

**SIENTING, SURGEON DENTIST.**

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, 23rd September, 1891. [1832]

**AMERICAN SYSTEM OF DENTISTRY.**

AT No. 39, QUEEN'S ROAD CENTRAL—CHADWICK KEW (LATE OF POATE & NOBLE).

Hongkong, 15th September, 1899. [1150]

**RUINART PERE & FILS, REIMS.**

Established 1719. CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1895. [1271]

## AUCTIONS

## PUBLIC AUCTION.

**THE** Undersigned have received instructions from the Captain Superintendent of Police to Sell by Public Auction, TO-MORROW (FRIDAY), the 16th AUGUST, 1901, at 11 a.m., at the Central Police Station,

33,400 CARTRIDGES FOR SMALL ARMS, 8,240 EMPTY SPORTING CARTRIDGE CASES, 335 REVOLVERS, 135 PISTOLS, 40 WINCHESTER RIFLES, 870 RIFLES (MUSKETS AND CARBINES), 7 FOWLING PIECES, 3 Cwt. of NIPPLES FOR MUSKETS, a quantity of BAYONETS, 116,455 CARTRIDGES FOR RIFLES, RE- VOLVERS, &c. (stored in Cases at the Government Depot, St. Vincent's Island), 311 MUSKETS, 12 CARBINES, 48 RIFLES, 4 PISTOLS, 8 OFFICERS' SWORDS, 23,150 ROUNDS OF CARTRIDGES FOR SMALL ARMS and 3 CASES CAR- TRIDGES FOR SMALL ARMS (stored at the Government Depot).

**CONDITIONS OF SALE.**—The above will be sold only to those who hold licences to deal and trade in arms and to those having licences to carry or possess arms.

Terms—As usual.

**HUGHES & HOUGH, Government Auctioneers.**  
Hongkong, 9th August, 1901. [2026]

**PUBLIC AUCTION.**

**THE** Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT AND RISK OF THE CONCERNED, on SATURDAY, the 17th AUGUST, 1901, at Noon, alongside of The Douglas S.S. Co.'s Wharf, Praya Central,

**THE STEAM LAUNCH "TUNG FAI."**

Built under Foreign superintendence, is certified to be in first-class order and condition. Only a few days out of the hands of Messrs. BAILEY & MURPHY, Engineers, &c., &c., who have given her a thorough overhaul; is re- metalled, &c., &c.

Suitable for towing purposes; and is fitted in European style.

Length, 63 feet; Beam, 11 feet 6 inches; Depth, 6 feet 3 inches in centre.

The Launch is open for inspection alongside Douglas S.S. Co.'s Wharf every day until the time of Sale.

Terms—As usual.

For further particulars, apply to **HUGHES & HOUGH, Auctioneers.**  
Hongkong, 12th August, 1901. [2050]

**BY ORDER OF THE MORTGAGEES.**

**PUBLIC AUCTION.**

**MR. G. P. LAMMERT** will Sell by Public Auction, at his Office, Duddell Street, on FRIDAY, the 23rd AUGUST, 1901, at 3 p.m., the

**VALUABLE LEASEHOLD PROPERTY** Situated at Shaikwan, in the Island of Hongkong.

Consisting of Shaikwan Lots Nos. 18, 19, 20, 21, 22, 23, 125 and 385 which are held as to Lots Nos. 18, 19, 20, 21, 22, 23, and 125 for the residuary of several terms of 999 years and as to Lot No. 385 of the residue of a term of 75 years.

Particulars and Conditions of Sale may be obtained from **MESSRS. DEACON & HASTINGS, 10, Queen's Road Central, Valuers, Solicitors, or**

**MR. GEORGE P. LAMMERT, Auctioneer.**  
Hongkong, 9th August, 1901. [2025]

**SANITARY BOARD.**

**OWNERS** of HOUSES situated in the Western Division of the City of Victoria and in the Eastern Division of Kowloon, who have leased their premises LIMEWASHED and CLEANSED in accordance with law, are reminded that the period during which the work should be finished ends on the 31st day of August, 1901, and the Sanitary Board being convinced of the necessity of CLEANLINESS in its efforts to STAMP OUT PLAGUE is determined to RIGOROUSLY PROSECUTE any Owner in default after the above-named date.

The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that part of the Kowloon Peninsula to the East of Robinson Road, and includes Hang Hom and part of Tsim Sha Tsui.

By Order, **G. A. WOODCOCK, Acting Secretary.**  
Sanitary Board Office, 1st August, 1901. [1943]

**"MINERAL LABORATORIUM," ROOMS DE KEEK STRAAT, SOERABAYA, JAVA.**

**MESSRS. J. M. KAUFMANN & CO.,** Consulting and Mining Engineers; Metallurgists and Assayers; Experts in Mines, Minerals and Metals.

Messrs. J. M. KAUFMANN & Co. are prepared to Manage, Survey, Value, Test and report on all classes of Mining Properties.

Messrs. J. M. KAUFMANN & Co. treat on their Premises all classes of Minerals or Metals by the undermentioned processes, viz:—

By Crushing, Amalgamating, Smelting, Fire Assaying, Cyanidation, Chlorination or Chemical Analysis either qualitative or quantitative in quantities up to 1/10th ton weight.

Terms Reasonable.

Tariff on Application.

Orders Receive Prompt Attention. Correct Returns.

**J. M. KAUFMANN & CO., JAVIA.**  
Hongkong, 30th May, 1901. [1374]

**AT THE SEAT OF WAR.**

**BEING** an Account of the Doings of the 2nd BATT. ROYAL WELSH FUSILIERS in the NORTH CHINA CAMPAIGN, 1900. Reprinted from the Hongkong Daily Press.

Price—10 cents per copy cash.

Copies can be obtained at the Soldiers' Club, or of Booksellers.

Hongkong, 6th December, 1900. [3081]

## PUBLIC COMPANIES

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE** IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 17th day of August, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1901.

By Order of the Court of Directors.  
**T. JACKSON, Chief Manager.**  
Hongkong, 31st July, 1901. [1925]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE** IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 3rd, to the 17th day of August (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors.  
**T. JACKSON, Chief Manager.**  
Hongkong, 31st July, 1901. [1926]

**UNIVERSAL TRADING COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE** FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 4, Des Voeux Road Central, on SATURDAY, the 17th instant, at 12 o'clock Noon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to 30th June, 1901, declaring a Dividend and electing an Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 13th to SATURDAY, the 17th instant, both days inclusive.

**ELLIS KAPOORE, General Manager.**  
Hongkong, 10th August, 1901. [2035]

**HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE** ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 19th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 19th August, both days inclusive.

By Order of the Board of Directors.  
**THOS. I. ROSE, Secretary.**  
Hongkong, 26th July, 1901. [1877]

**GREAT EASTERN AND CALEDONIAN GOLD MINING CO. LIMITED (IN LIQUIDATION).**

**AN EXTRAORDINARY GENERAL MEETING** of the SHAREHOLDERS of the above-named Company will be held at the COMPANY'S OFFICE, No. 14, Des Voeux Road, on TUESDAY, the 20th of August, at 12.15 o'clock p.m., when the subject of the resolution which was passed at the Extraordinary Meeting of Preference Shareholders held on the 20th of July, 1901, will be submitted for confirmation as a Special Resolution, viz: That in lieu of making a Call, the Preference Shareholders do accept the proposal of the Liquidator to divide the available assets among them.

The Liquidator, **M. BENNECKE.**  
Hongkong, 5th August, 1901. [1975]

**HONGKONG HOTEL COMPANY, LIMITED.**

**NOTICE.**

**THE** ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, on WEDNESDAY, the 21st AUGUST, 1901, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1901, with the Report of the Directors, and to discuss any matter that may be brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 21st August, both days inclusive.

By Order of the Board.  
**C. MOONEY, Secretary.**  
Hongkong, 10th August, 1901. [2036]

**CHINA SUGAR REFINING COMPANY, LIMITED.**

**NOTICE.**

**IN** accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have This Day declared an INTERIM DIVIDEND of 5 per cent. for the Half-year ending 30th June, 1901, on the Paid-up Capital.

DIVIDEND WARRANTS payable on SATURDAY, the 24th AUGUST, will be issued to Shareholders on Application.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 24th instant, both days inclusive.

**JARDINE, MATHESON & CO., General Agents.**  
Hongkong, 13th August, 1901. [2054]

**TREAU PLATING COMPANY, LIMITED.**

**NOTICE** IS HEREBY GIVEN that in accordance with Article IX paragraph 3 of the Articles of Association of the Company, the following shares have been forfeited:—

10801—11000  
11286—11385  
11598—11585  
11736—11885  
14366—14485

**JOHN D. HUMPHREYS & SON, General Managers.**  
Hongkong, 6th August, 1901. [1985]

**FROM PORTSMOUTH TO PEKING VIA LADYSMITH WITH A NAVAL BRIGADE.**

ILLUSTRATED WITH FOUR MAPS.

On Sale at "DAILY PRESS" OFFICE, LOCAL BOOK-SELLERS, SOLDIERS' CLUB, SOLDIERS' and SAILORS' HOME, ROYAL NAVAL CANTEREN.

Price \$1 per Copy Paper Covers; \$1.50 in Boards.

Hongkong, 18th March, 1901 [782]

## BANKS.

**THE MERCANTILE BANK OF INDIA, LIMITED.**

AUTHORISED CAPITAL.....£1,500,000  
SUBSCRIBED.....£1,125,000  
PAID-UP.....£2,562,500  
RESERVE FUND.....£2,40,000

**BANKERS:**  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.

**FIXED DE**



## TO LET.

**NO. 1, STEWART TERRACE,** the  
Apply to—  
**THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LD.**  
Hongkong, 17th July, 1901. [1789]

## TO LET.

**GODOWN, No. 5A, DUDDELL STREET**  
Apply to—  
**THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LD.**  
Hongkong, 5th July, 1901. [1682]

## TO LET.

**THE GODOWN in West Point**  
(Kennedy Town) known as Feather  
Factory, now occupied by the Hongkong and  
Kowloon Wharf and Godown Co., Ltd.  
For particulars, apply to—  
**LAUS, WEGENER & CO.**  
Hongkong, 9th July, 1901. [1780]

## TO LET.

**IMMEDIATE POSSESSION.**  
**LARGE and WELL-VENTILATED**  
**ROOM, with BATHROOM, at No. 37,**  
**CAINE ROAD.**  
Apply to—  
**R. J. REMEDIOS,**  
Mercantile Bank.  
Hongkong, 25th July, 1901. [1867]

## TO LET.

**FURNISHED, for Two Months, from 15th**  
**August, No. 3, CAMERON VILLAS.**  
For Particulars, apply to—  
**TURNER & CO.**  
Hongkong, 10th August, 1901. [2038]

## TO LET.

**"EASTLEY," UPPER RICHMOND**  
**ROAD, and Nos. 3, 5 and 6, RICH-**  
**MOND TERRACE.**  
Apply to—  
**LAU CHU PAK,**  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 1st August, 1901. [1935]

## TO LET.

**HOUSE No. 3, LOWER CASTLE**  
**ROAD.**  
Apply to—  
**T. EDWARDS,**  
No. 22, Stanley Street.  
Hongkong, 9th August, 1901. [2024]

## TO LET.

**"EASTSIDE," No. 37, ROBINSON**  
**ROAD.**  
Apply to—  
**S. A. RAMJAH,**  
Care of Thomson's Grill Room.  
Hongkong, 1st August, 1901. [1937]

## TO LET.

**2 FIRST FLOORS in WYNDHAM STREET**  
opposite Club Germania, suitable for  
Offices. Fine position.  
Apply to—  
**C. E. WARREN,**  
No. 3A, Wyndham Street.  
Hongkong, 14th August, 1901. [2060]

## TO LET.

**NO. 8A, QUEEN'S ROAD CENTRAL.**  
Apply to—  
**KWONG CHEONG WO,**  
No. 239, Des Voeux Road.  
Hongkong, 9th July, 1901. [1733]

## TO LET.

**TWO EUROPEAN HOUSES, Nos. 18**  
**and 20, LEIGHTON HILL ROAD.**  
Apply to—  
**HONGKONG & KOWLOON LAND**  
**& LOAN COMPANY, LD.**  
No. 8, Queen's Road West.  
Hongkong, 7th August, 1901. [2198]

## TO LET SHORTLY.

**HOUSES (now in course of erection and**  
nearing completion) in a first-class  
business locality, **DES VOEUX ROAD CEN-**  
**TRAL**, next to A. Tack's Furniture Store.  
Ground Floors suitable for Shops. Upper  
Floors have plastered ceilings and walls, and  
are very suitable for Offices.  
Apply to—  
**J. S. LEE & CO.**  
Care of WING CHEONG TAI,  
240, Des Voeux Road West.  
Hongkong, 7th August, 1901. [1939]

## TO LET.

**TWO FURNISHED ROOMS, QUEEN'S**  
**ROAD CENTRAL, No. 72.**  
Apply to—  
**THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LD.**  
Hongkong, 29th July, 1901. [1897]

## TO LET.

**NO. 12, BELILIOS TERRACE.**  
OFFICES and SHOPS in BEACONSFIELD  
ARCADE.  
SMALL GODOWN in DUDDELL STREET.  
For Particulars, apply to—  
**TURNER & CO.**  
Hongkong, 26th July, 1901. [1876]

## TO LET.

**A HOUSE in RIFON TERRACE.**  
**BLUE BUILDINGS, No. 3, 2nd FLOOR.**  
**"THE RETREAT," MOUNT KELLY.**  
Apply to—  
**THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LD.**  
Hongkong, 13th July, 1901. [166]

## TO LET.

**BOARD AND RESIDENCE.**  
**MRS. GILLANDERS**  
**"GLENWOOD,"**  
**21, CAINE ROAD.**  
Hongkong, 20th September, 1900. [1868]

## TO LET.

**COMFORTABLY FURNISHED**  
**ROOMS, with Board.**  
Apply to Mrs. MATHER,  
Hongkong, 1st January, 1892.

HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

**"DAILY PRESS" OFFICE.**  
The only office in China having European  
taught workmen. Equal to Home Work.

## BUILDERS

**KANG ON.**  
Contractor; 30, D'Aguilar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged. Estimates given.

## CHEMISTS DRUGGISTS, &amp;c.

**THE VICTORIA DISPENSARY.**  
Chemists and Druggists, High-class Aera-  
tized Waters, Dealers in Photographic  
Requisites, Queen's Road.

## FURNITURE WAREHOUSEMEN

**A. CHEE & CO.** Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road Central.

## JEWELLER

**MAISON LEVY HERMANOS.**  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Iloilo.

## PHOTOGRAPHERS

**A. FONG.**  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Enlargements, Ivory Miniatures, Oil  
Paintings, &c.; Ice House Street.

**MEE CHEUNG.**  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc. Devel-  
opment Works. Amateurs' Requisites.

**M. MUMEY, JAPANESE ARTIST.**  
Bromide and Crayon Enlargements and  
also coloring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 8A, Queen's  
Road Central.

## PRINTING

**"DAILY PRESS" OFFICE.**  
Proofs read by Englishmen.

## STOREKEEPERS

**F. BLACKHEAD & CO.**  
Navy Contractors, Shipchangers, Sail-  
makers, Provision and Coal Merchants.  
Praya Central, next Hongkong Hotel.

**BISMARCK & CO.**  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

**KWONG SANG & CO.**  
Shipchangers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Voeux Road.

**MORE & SEIMUND.**  
43 and 45, Des Voeux Road. Shipchangers,  
Sailmakers, Riggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Composition ("Grey-  
hound Brand") and Bhundell  
Spence & Co.'s Composition.

## TAILORS

**R. HAUGHTON & CO.**  
Naval, Military and Court, 16, Queen's Road.  
Opposite Kuhn's Curio Store.

## TOBACCONISTS

**D. S. DADY BURJOR, "LOS FILIPINOS,"**  
Importers of the Best Manila Cigars; 25,  
Pottinger Street.

## WATCHMAKERS

**DROZ & CO.**  
19, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

## WANTED.

**BY BRITISH RESIDENT, BOARD and**  
**LODGING in quiet House.**  
Address—  
**"SLATER"**  
Care of Daily Press Office.  
Hongkong, 14th August, 1901. [2061]

## WANTED.

**A N EXPERIENCED HOTEL**  
**MANAGER to Manage a New Hotel**  
at Kowloon. Liberal Terms to a Good Man.  
Apply by Letter to—  
**H. RUTTONJEE.**  
Hongkong, 13th August, 1901. [2057]

## EMPLOYMENT WANTED.

**By a thorough English-speaking, West-**  
India-born Chinese, with good commercial  
knowledge, a Situation as Salesman, Inter-  
preter, Clerk, Bookkeeper, Store Assistant, or  
Assistant Comptroller. Good references.  
Address—  
**W. L.**  
Care of Daily Press Office.  
Hongkong, 12th August, 1901. [1976]

## WANTED.

**GOOD JOBBING COMPOSITORS.**  
Permanency for competent men.  
Apply to—  
**Daily Press Office.**  
Hongkong, 30th July, 1901. [1916]

## WANTED.

**IMPERIAL BANK OF CHINA.**  
Wanted.  
An experienced man of business to act  
as COMPTROLLER from next China  
New Year.  
Full particulars can be obtained on applica-  
tion to the undersigned.  
For the IMPERIAL BANK OF CHINA,  
**E. W. BUTTER,**  
Manager.  
Hongkong, 31st July, 1901. [1922]

## WANTED.

**JUNIOR CLERK (English). Salary \$150.**  
Apply with testimonials to—  
**Z. X.**  
Care of Daily Press Office.  
Hongkong, 8th August, 1901. [2011]

## SPORT AND ANECDOTE.

## BY AN OLD FOEY.

## THE AMATEUR ATHLETIC CHAMPIONSHIPS.

The championships of the Amateur Athletic  
Association, the leading organisation of its  
kind, were decided at Huddersfield on Saturday,  
and resulted as everybody expected in several  
American victories, and in some new champions  
being placed on the roll of fame. Some fifteen  
or eighteen months ago there was a motion  
introduced to the parent body with the object  
of restricting the right of entry to British  
subjects, or to those born in the United King-  
dom of Great Britain and Ireland, but I am  
delighted to say that such a proposition was  
negatived and that our championship meeting  
is open to the world, provided the competitors  
can satisfy the governing body that they are  
not professionals. This may seem a curious  
way of stating the case, but really there is  
to much pseudo-amateurism that 75 per cent.  
of the runners nowadays would find it very  
difficult to prove the affirmative proposition  
—that they are gentlemen amateurs. How-  
ever, I will leave this debatable point, and again  
express gratification that our championship  
meeting, like the Derby, the Queen's Prize,  
and other events, is open to all comers. If  
a man wins at this reunion, he is entitled to  
all the honours of a real champion—and there  
are so many farcical posers of this character  
that it is a pleasure to meet the genuine  
article. These races were established in 1866,  
and every year they grow in popularity.  
This July, as last, there were representative  
men among the competitors from America and  
France, and the Yankees took a fair share of  
the spoils, but they experienced one tremendous  
set-back, to which attention must first be turned.

## THE QUARTER-MILE CHAMPION.

In 1900 the holder of this title, Reggie W.  
Wadley, of the London Unity, was clean  
pumped out in his heat, and was beaten by four  
yards by H. W. Pride-Jones, of the London  
Athletic Club, who nevertheless only accomplish-  
ed 52 4-5 secs. Yet in the final Pride-Jones  
had no chance with Maxwell W. Long, who,  
brown as a berry, and the model of a quarter-  
miler, won by no less than four yards in 49 4-5  
secs. At the Paris Exhibition, Long ran the  
same distance slightly quicker, and returning  
to America he covered 440 yards on the straight  
track of the old Gutenberg race-course at New  
Jersey in 47 secs., while on a circular course  
he completed the same distance in 47 4-5secs—  
both these being world-beating performances,  
as the Yankees say. To the astonishment of  
some people, Maxey Long turned up at  
Huddersfield to defend his title. He had,  
however, only recently crossed the herring-  
pond, and after doing but little training near  
Buxton, was not fit for the contest. All the  
same, on paper he had such an advantage over  
Wadley that no one dreamed of the Unity  
man winning. In the final tussle, Long made  
the pace, and after covering 100 yards Wadley  
was ten yards to the lead, and at 200 yards he  
had but gained a yard or two. At 300 yards  
he began to make up leeway, and passing the  
pavilion Wadley took the lead. Long was  
surprised at this turn of affairs, but he  
could make no impression on Wadley, who  
seemed to have reserved a 100 yards dash  
for the last eighty yards, and he won a  
great race by a couple of yards in 49 4-5 secs.,  
or the same time as last July, when Long was  
the victor. But Stamford Bridge, with its  
shaded long straights and its very fine cinder  
path is probably a second faster in the quarter  
than the Huddersfield track. By this I mean  
so fit, so strong, so speedy was Wadley that last  
Saturday he would probably have accomplished  
inside 49 seconds on the Stamford Bridge  
circuit. The men who have beaten 50 seconds  
in this race since 1866 can almost be counted on  
the fingers of the right hand, for they comprise  
the finest middle-distance men the world has  
ever seen, in the late Laurence Eugene Myers,  
the flying deer, Charles G. Wood, the Norfolk  
farmer, H. C. L. Tindall, a clergyman's son,  
himself a clergyman now, Edgar Chichester  
Brodin, an officer's son who was "plucked" in  
his military examinations, W. Fitzherbert, the  
famous rosy checked Cantab, Maxey Long, the  
New Yorker, and the greatest quarter-miler ever  
seen, and now lastly Reggie Wadley, who is a  
Lincolnshire man by birth, being the son of  
a farmer. He was the champion at  
both 100 yards and the quarter in 1899  
and has many admirers among his friends up  
in highgate, which, I believe, is in London.  
Indeed at one time Wadley was so highly  
thought of that he was very nearly matched to  
run Downer, the negotiations going so far that  
Downer went into training; but the match was  
never ratified. Mr. Wadley was preserved for  
pure amateurism. He is a well-built, handsome  
young man, with bright eyes and a pleasant  
mouth. Last year he was considerably off his  
running, but this season he has been in remark-  
ably good form, and deserves to be heartily  
congratulated on his astounding performance  
against Long who, it is said, intends to remain  
in England, and possibly join the Salford  
Harriers. Of course, Long was much disap-  
pointed, and at the invitation of the Crews  
Alexandra Athletic Club, Wadley and Long,  
will run another quarter-mile race at an athletic  
festival in the Cheshire town on July 20.

## THE ONE MILE RACE.

I was delighted to see the one mile fall to  
one of the University men, and that F. F.  
Cockshott, the Cantab, for a Cambridge man  
has not carried off this event since the first race  
in 1866, when the present Sir Charles Bennett  
Laynes won in 4 min. 39 secs., which, however,  
was a great improvement on his university  
mile, 4 min. 56 secs. Several Oxford cranks,  
such as S. G. Scott, E. H. Fenson, B. R. Wise,  
and F. J. K. Cross have been mile champions  
of England, but the honour has at last fallen  
to Cambridge, and Cockshott has accomplished  
what such men as Alan Hunter and the Rev.  
W. E. Lutyns failed to do. Cockshott, it  
will be recalled, has won the mile race between  
Oxford and Cambridge for two years, as he  
scored by 15 yards in 1900 in 4 mins. 28 3-5

secs., while on March 29, the bitter day  
of the last Grand National Steeplechase,  
he ran the distance at the Queen's Club,  
West Kensington, in 4 mins. 26 4-5 secs.,  
prevailing by ten yards from H. W. Gregson,  
of Christ's, with H. A. Brown, since one of the  
great wranglers, third. But last Saturday  
Cockshott triumphed easily by 20 yards in 4  
mins. 21 2-5 secs., which shows that he is bound  
to win in America against Harvard and Yale,  
for I'll warrant they haven't a graduate "over  
here" who can beat 4 mins. 30 secs. The  
disappointment of the race was Manning,  
of Swansco, while young Shrub, of Horsaum,  
had not the pace of the victor over this journey.  
for he finished with almost the dash of a Bacon.  
Indeed, save W. G. George, H. Wade, F. E.  
Bacon, and Hugh Welsh, no one has beaten  
the figures of the Cantab, who is a rattling  
runner. He is of greyhound build, and where  
he conceals his strength is a mystery to me.

**OTHER EVENTS.**  
The 100 yds. race was taken by that square-  
built little dasher, A. F. Duffy, of Georgetown  
University, who is quicker into his best pace  
than any man I ever saw. Without being a  
pretty runner, he gets over the ground, and  
finished in 10 secs. As I expected when I wrote  
you last week, we are still waiting for the 9 4-5  
secs. man in this country. That queer-looking  
individual Alvin C. Kraenzlein, with the shock  
hair and the long split up legs, kept popping  
his pins over the hurdles in the 120 yds. with  
such dexterity that he again triumphed in 15  
3-5 secs. Young Trafford, of Birmingham,  
ran a plucky race, but had no chance, and no  
hurdler over seen, not even Stephen Chase,  
also a Yankee, in his best day would have been  
able to extend the flying Kraenzlein. He is  
not a beauty to look at—but "my highs"  
he can hurdle some. The young American,  
W. W. Coe, jun., now of London, put  
the weight 45ft 5 1/2 in., and was unopposed,  
while J. E. Cleave, of Brasenose College, Oxford,  
captured the half-mile in 1 minute 59 3-5  
secs., but I think he can beat that time,  
as it is no better—indeed, a shade worse—than  
he accomplished in the Varsity sports. For  
the fourth time in his career, T. F. Kieley, the  
Irish hammer-hurler, gained the title of cham-  
pion hammer-thrower, while no one, not even  
Kraenzlein, would oppose P. O'Connor, the  
Irish long jumper. That "little kid" from  
Horsham, Alfred Shrub, won the four miles  
run in the best time since the famous Dr. Munro  
defected Bacon and others in 1895. The only  
other event which calls for mention is that silly  
race the two miles steeplechase, which Syd  
Robinson, of Northampton—like Shrub, a  
humble carpenter—captured for the third time  
since 1896.

**THE 100 YARDS SWIMMING CHAMPION-  
SHIP.**  
To-day (Saturday) the race for the 100 yards  
swimming championship of Great Britain will  
be decided, and I hear from his relatives that  
only an accident or ill-health can deprive little  
"Rob" Derbyshire of another victory, which  
will make his fourth successive win, although  
he has still to take the honours twice more after  
this season to equal the run of Jack Tyers.  
But J. H. Derbyshire is a speedier man than  
ever Tyers was, and we must not forget that he  
established the record 1 min. 0 1-5 secs. in a  
special attack on time at Manchester, in  
Nov., 1898. It is very strange, but everybody  
seems waiting for the one minute man for 100  
yards in the water, just as they are looking for  
the flyer who will beat 10 secs. on the cinder  
path, and the miler who can lower the 4 min.  
12 1/2 secs. of George over a mile. One is tempted  
to think that in our climate, at any rate, the  
limit of human power has been reached.  
When one remembers that the 100 Yards  
A.S.A. Championship used to be won in  
1 min. 16 secs. or 1 min. 11 secs., it is marvellous  
to note that in his last three years Derbyshire  
has accomplished 1 min. 0 4-5 secs., 1 min. 0 2-5 secs.,  
and 1 min. 1 sec. Just as it is necessary for a  
man to cover ten yards a second to do "evens"  
in the 100 yards on cinders, so it is compulsory  
for a swimmer to travel 5 feet every second if  
he is to swim 100 yards in one minute! Much  
as I admire the wonderful Derbyshire, I hardly  
expect him to do this. He has to overcome his  
own record by a couple of feet, and this is a lot  
to a man who has already strained every nerve.  
Last Saturday A. Jarvis, the Leicester wonder,  
again annexed the mile championship at West  
Kirby, in 25 mins. 13 4-5 secs. He, too, is a  
greater swimmer than Tyers!

**ANOTHER RECRUIT FOR MACLAREN.**  
I hear that A. C. MacLaren has secured the  
services of John Tydesley for his trip to  
Australia, and I am sure that no finer batsman  
could have been engaged. Up to last Saturday  
he had made 1,373 runs, and possessed an  
average of 45, being certainly the most con-  
sistent scorer in the Lancashire team. A little  
man of 5ft. 5in., he has been described as the  
Abel of the North, and I do not think this  
is an inapt description at all, for he is just such  
another run-getter. It would have to be queer  
bowling and a dreadful pitch on which Tydesley  
could not get runs. He is a self-taught player  
who made over 150 runs in his second county  
match, and he has been hitting centuries  
ever since, including a brilliant 140 for the  
Players against the Gentlemen at Lord's  
last Monday. He can drive and cut as  
well as Ranji, and he can hook balls from  
the off round to leg and to the on as well  
as Jack Brown of England. As a fielder at  
third man and in the country, Tydesley has  
no superior, and it will be recalled that the  
Australians objected to him being chosen as  
reserve fielder in 1899 when the Test matches  
were being played in England. And they were  
quite within their rights. Tydesley never  
drinks, never smokes, and hardly ever talks.  
He is as modest as I am, and I wish him  
the best of luck in the land of the bounding  
kangaroo.  
London, 13th July.

**DAVID CORSE & SON'S**  
**MERCHANT NAVY**  
**NAVY BOILED**  
**LONG FLAX**  
**RELIANCE CROWN**  
**TARPAULING**  
**ARNHOLD, KAEGER & CO.,**  
Sole Agents.  
[1910]

## WING CHEONG,

Dealers in  
**JEWELRY, PEARLS, DIAMONDS,**  
**CURIOS, JADESTONE ORNAMENTS,**  
**BRONZES and CARVED IVORY WARE,**  
**FINE SILKS and GRASSCLOTHS**  
General Exporters of  
**ANISEED and CASSIA OILS,**  
&c., &c. Stock always on Hand.  
**AN INSPECTION IS RESPECTFULLY SOLICITED.**  
Note.—We beg to announce that we also  
Buy all kinds of Curios at Moderate Prices.  
1 & 3, D'AGUILAR STREET  
(Behind Hongkong Dispensary).  
Hongkong, 18th April, 1901. [1811]

## CARTRIDGES! CARTRIDGES!!

**JUST LANDED A NEW STOCK of**  
**ELEY'S and KYNOC'S SPORT-**  
**ING CARTRIDGES and NEWCASTLE**  
**CHILLED SHOT.**  
20 BORE CARTRIDGES.  
16 " "  
12 " "  
10 " "  
8 " "  
**WM. SCHMIDT & CO.,**  
Gunsmiths.  
Hongkong, 3rd January, 1901. [121]

## ON SALE.

## THE

## CHRONICLE AND DIRECTORY

## FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &c.,

## FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-  
lands India to Siberia, in which Europeans reside.  
Not only is the Directory as full and complete in each case as it can be made, but each Colony  
Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which  
will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with  
the places, their History, Topography, &c., &c.  
The information in these Descriptions, consisting of a hundred interesting articles, packed  
with facts concisely set out, and containing statistics of the Trade of each Country and  
Port, would alone suffice to fill a large volume.

## JAPAN



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SOLE AGENTS for Fukuma, Hokoku, Ichimaru, Kanami, Kishima, Mannoura, Onoura,  
Otsuji, Tohmiyama, Tsubakura, Yoshinotani, Yoshio, Yunkitara, and other Coal Mines.  
[1831]

POT  
**"VIKING" NAVY CUT**  
IN YOUR PIPE  
& Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-1]

TRY  
**NAVY CUT**  
**ATC**  
**A GENTLEMAN'S SMOKE**  
Supplied in Three Grades.  
**Mild Medium & Strong.**  
PACKED IN  
**AIR TIGHT VACUUM TINS**  
MANUFACTURED BY  
**THE AMERICAN TOBACCO CO. U.S.A.**





**PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	PARRAMATTA	About 16th	Freight or Passage.
	R. T. Cook, R.M.S.	August	
LONDON, &c.	COMMANDEL	Noon, 17th	See Special Advertisement.
	F. W. Vibert, R.N.E.	August	
KOBE	PEKIN	About 17th	Freight only.
	F. J. Fox	August	
SHANGHAI	NANKIN	About 21st	Freight only.
	C. J. Benton, R.N.E.	August	
YOKOHAMA VIA SHANGHAI AND KOBE (Passing through the Inland Sea)	FORMOSA	About 26th	Freight or Passage.
	B. H. W. Snow	August	
LONDON	BANGA	About 7th	Freight only.
	E. P. Martin, R.N.E.	September	

For Further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 14th August, 1901.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		
STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU W. Townsend	KOBE and YOKOHAMA	FRIDAY, 18th Aug, at DAYLIGHT.
YAMAGUCHI MARU S. Yoshizawa	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 16th Aug, at NOON.
KAMAKURA MARU H. Petersen	VICTORIA, B.C. and SEATTLE U.S.A. VIA SHANGHAI, MOJI KOBE and YOKOHAMA	MONDAY, 19th Aug, at 4 P.M.
KAWACHI MARU J. S. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 23rd Aug, at DAYLIGHT.
ROSETTA MARU N. Tate	NAGASAKI, KOBE and YOKO- HAMA	FRIDAY, 22nd Aug, at NOON.
KASUGA MARU H. Fraser	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd Aug, at 4 P.M.
HAKATA MARU F. I. Sommer	KOBE and YOKOHAMA	FRIDAY, 30th Aug, at DAYLIGHT.
KACA MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI KOBE and YOKOHAMA	MONDAY, 2nd Sept, at 4 P.M.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, UPON LONDON, LIVERPOOL, GLASGOW, THAMES, GEXOA, PORTS in the LÉVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)		
PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.		
STEAMERS.	DESTINATIONS.	SAILING DATES.
ALEXANDRIA.	HAYRE & HAMBURG (Calling at Singapore and Penang)...	On 27th Aug. Freight.
Capt. Roerden	HAYRE & HAMBURG (Calling at Singapore and Colombo)	On 10th Sept. Freight & Passage
SIBERIA	HAYRE & HAMBURG (Calling at Singapore and Penang)...	On 21st Sept. Freight.
Capt. Pözellius.	HAYRE & HAMBURG (Calling at Singapore and Penang)...	On 5th Oct. Freight.
ANDALUSIA	HAYRE & HAMBURG (Calling at Singapore and SUEZ CANAL)	Freight.
Capt. Ellers	NEW YORK via SUEZ CANAL (end of August or beginning September)	
ARABIA		
ATAGONIA		
Capt. Forst		
For Further Particulars, apply to		
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE. QUEEN'S BUILDINGS, No. 1.		

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.			
FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.			
Steamer.	Tons.	Captain.	Proposed Sailing
CLAYBURN .....	3,338	J. Barker .....	August 19th
BRAEMAR .....	3,601	W. Watt .....	August 27th
DUKE OF FIFE .....	3,831	J. S. Cox .....	September 10th
OLYMPIA .....	2,837	J. Truebridge .....	October 1st

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried.

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The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. TACOMA to NEW-YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

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The best route to the KLONDIKE GOLD FIELDS; Frequent Sailings from VICTORIA and TACOMA to DYAL and ST. MICHAEL.

Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED,  
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THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAL  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

"EMPERESS OF INDIA".....	Comdr. O. P. Marshall, R.N.	WEDNESDAY, 25th Aug.
"ATHENIAN," 3,982 Tons Comdr. H. Mowatt .....		WEDNESDAY, 4th Sept.
"EMPERESS OF JAPAN".....	Comdr. H. Pybus, R.N.	WEDNESDAY, 25th Sept.
"EMPERESS OF CHINA".....	Comdr. R. Archibald, R.N.	WEDNESDAY, 23rd Oct.

Passengers for the Line pass through the

**NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.**  
**STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUFZ, PCBT**  
**SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.**  
**PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.**

**LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON**  
**AND SOUTH AMERICAN PORTS.**

STEAMERS WILL CALL AT **SOUTHAMPTON** TO LAND PASSENGERS AND LUGGAGE.  
**N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES**  
**IN RUSSIA**

**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION**

STEAMERS.	SAILING DATES.
KONIG ALBERT	WEDNESDAY 21st August.
PRINZESS IRENE	THURSDAY 5th September.
PRINZ HEINRICH	THURSDAY 19th September.
PREUSSEN	WEDNESDAY 2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 16th October.
SACHSEN	WEDNESDAY 30th October.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 13th November.
BAYERN	WEDNESDAY 27th November.
STUTTGART	WEDNESDAY 11th December.
KONIG ALBERT	WEDNESDAY 25th December.
PRINZESS IRENE	8th Jan. 1902.
PRINZ HEINRICH	WEDNESDAY 32nd Jan. 1902.
PREUSSEN	WEDNESDAY 5th Feb. 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 19th Feb. 1902.
SACHSEN	WEDNESDAY 5th Mar. 1902.

**ON WEDNESDAY, the 21st day of August, 1901, at Noon, the Steamship "KONIG ALBERT," of the NORDDEUTSCHER LLOYD, Captain C. Polack, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.**

Shipping Orders will be granted till Noon on MONDAY, the 19th August, Cargo and Species will be received on Board until 5 p.m. on TUESDAY, the 20th August, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 20th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardses.

Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**

Hongkong, 12th August, 1901.

**ARRIVALS.**

Aug. 13, WOODUNG, British str., 1,109, Dowson,  
Shanghai 10th August, General.—**BUTTER-  
FIELD & SWIRE.**

Aug. 13, KWANGSUNG, British str., 1,467, R.  
Lincoln, Shanghai 10th August, General.  
—**CHINESE.**

Aug. 14, KASHING, British str., 1,158, O.  
Sunderson, Cebu 9th August, General.—  
**BUTTERFIELD & SWIRE.**

Aug. 14, ITRIA, British transport, 5,266, Hugel,  
Calcutta 1st August.

Aug. 14, YAMAGUCHI Maru, Jap. str., 3,320,  
S. Yoshizawa, Yokohama 3rd August,  
General.—**NIYON YUSEN KAISHA.**

Aug. 14, AWPING, British str., 1,156, Barlow,  
Canton 14th August, General.—**CHINESE.**

Aug. 14, DEICHA, German str., 794, Schallaker,  
Saigon 9th August, Liebo.—**SIEMENS & Co.**

Aug. 14, PEKIN, British str., 3,657, F. Fox,  
Bombay and Singapore 8th August, Cotton  
and General.—**Q. & S. N. Co.**

Aug. 14, MOTTRA, British trapt., 2,985, D. C.  
Macintyre, Calcutta 2nd August.

Aug. 14, KESS, British steamer, 1,363, Penart,  
Kobe 10th July, General.—**MITSUBI-  
BUSSEN KAISHA.**

Aug. 14, CLARA, German str., 796, Hansen,  
Haiphong 12th August and Holmow 13th  
August.—**JENSEN & Co.**

Aug. 14, HANING, Chinese str., 796, Bolmann,  
Chefoo 7th August, General.—**CHINESE.**

Aug. 14, NUEN TUNG, German str., 1,241, C.  
Schuberg, Sydney 16th July, General.—  
**MELCHERS & Co.**

Aug. 14, THALES, British str., 893, A. J. Robson,  
Focchoe 10th Aug., Amoy 12th and Soolow  
13th, General.—**DOUGLAS LARSEN & Co.**

Aug. 14, LAUNTERA, American barque, 90,  
McDougall, Cebu 6th August, Bullast.

**MASTER.**

Aug. 14, CHOWSANG, British str., 1,194, Bowker,  
Canton 14th August, General.—**JARDIN  
MATHIEU & Co.**

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

**T**HE Steamship

"GUTHRIE."

Captain McArthur, will be despatched for the above ports TO-DAY, the 15th August, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 29th Aug, 1901. [189]

**HAMBURG-AMERIKA LINIE.**

FOR YOKOHAMA.

AT THE HARBOUR MASTER'S OFFICE.  
14th August.

Tartar, British str., for Shanghai.  
Yuenang, British str. for Manila.  
Kumsang, British str. for Singapore.  
Kwanglee, British str., for Swatow.  
Chowtai, German str., for Canton.  
Taifu, German str., for Shanghai.  
Hanoi, French str., for Haiphong.  
British str. for Canton.

14th August.  
CITY OF CALCUTTA, British str., for Amoy.  
MAZAGON, British str., for Shanghai.  
TARTAN, British str., for Vancouver.  
TAI FU, German str., for Shanghai.  
ANPING MARU, Jap. str., for Coast Ports.  
CHOWTAI, German str., for Bangkok.  
CANNING, British transport, for Rangoon.  
ICHAON, British str., for Kobe.  
KUMSANG, British str., for Calcutta.  
YUENSANG, British str., for Manila.  
TAI KOW, British str., for Canton.

ABERDEEN DOCKS.—  
KOWLOON DOCKS.—Canton River, Vic.  
Dido, Solent.  
COSMOPOLITAN DOCK.—D. J. de Austria

Singapore 8th August, had fine squally weather throughout, with considerable rain.

The German steamer *M. Tang*, from Sydney 10th ult., had good weather all the way, but light S. and S.W. southerly winds with showers of rain.

The British steamer *Kashing*, from Calcutta, arrived 10th inst., had fresh to strong S.W. and S. winds, with moderate sea and heavy squalls; thick weather throughout.

The British steamer *Woolston*, from Sydney 10th inst., had moderate southerly winds and fine weather to Breaker Point. From Breaker Point to port fresh southerly winds and weather.

The British steamer *Kuangling*, from Singapore 10th inst., had light to moderate variable winds, with squally weather to port near Rapa Nui Island; thence to port moderate S. to S.W. winds; squally weather with rain from Breaker Point.

The British steamer *Thales*, from Fremantle 10th inst., Amoy 12th and Swatow 13th inst., had light S.W. and W. breezes and moderate

This Steamer has superior accommodation for  
 First and Second Class Passengers.  
 For Freight or Passage, apply to  
**SIEMSEN & CO.,**  
 Agents.  
 Hongkong, 9th August, 1901.

---

**THE CHINA & MANILA STEAMSHIP**  
**COMPANY, LIMITED.**

**"DIAMANTE,"**  
 Captain J. Rattenbury, will be despatched  
 above TO-MORROW, the 16th inst., at 5 p.m.  
 The attention of Passengers is directed  
 the excellent accommodation provided by the  
 steamer. She is fitted throughout with Electric  
 Light.  
 A Doctor is carried.  
 For Freight or Passage, apply to  
**HEWAN, TOMES & CO.**  
 General Managers  
 Hongkong, 13th August, 1901.  
**HAMBURG-AMERIKA LINIE.**

**"LYEEMOON."**  
 Captain Th. Lehmann, will be despatched  
 the above port, on **SATURDAY**, the  
 instant, at 3 P.M.  
 This Steamer has superior accommodation  
 First and Second Class Passengers.  
 For Freight or Passage, apply to  
**SIEMSEN & CO**  
 Agents.

"L. SCHEPP"  
Captain Kendall, will be ready to load on  
15th August for the above port, and will  
be despatched about the middle of September.  
For Freight, apply to  
**CARLOWITZ & CO**  
1041, T. 10, 1907.

100



VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"ORESTES"	On 15th August.
GLASGOW AND LIVERPOOL	"AJAX"	On 20th August.
GLASGOW AND LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW AND LIVERPOOL	"PYREUS"	On 31st September.
GLASGOW AND LIVERPOOL	"ULYSSES"	On 12th September.
GLASGOW AND LIVERPOOL	"AGAMEMNON"	On 19th September.

FOR	STEAMERS	TO SAIL
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"AJAX"	On 1st October.
LIVERPOOL Direct	"ORESTES"	About 15th September.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.  
Hongkong, 12th August, 1901. [15]

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	"KWEIYANG"	On 17th August.
NAGASAKI, KOBE & MOJI	"KASHING"	On 19th August.
MANILA, ILOILO & CEBU	"SUNGKANG"	On 20th August.
NINGBO & SHANGHAI	"WUJONG"	On 20th August.
SHANGHAI	"CHANGSHA"	On 24th August.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 14th August, 1901. [16]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

## THE Steamship

"COROMANDEL,"  
Captain F. W. Vihart, R.N., carrying His Majesty's Mails, will be despatched from this office on SATURDAY, the 17th August, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

For further particulars, apply to  
**H. A. RITCHIE,**  
Superintendent.  
Hongkong, 5th August, 1901. [1]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.  
The Company's Steamship

"CHINA,"  
Captain A. Levy, will leave for the above places on SUNDAY, the 18th instant, at DAYLIGHT.

For Freight or Passage, apply to  
**SANDER, WIELER & CO.,**  
Agents.  
Hongkong, 12th August, 1901. [6]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU,"  
Captain K. Sudo, will be despatched for the above ports on WEDNESDAY, the 21st instant.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.  
Hongkong, 8th August, 1901. [18]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW (via SWATOW AND AMOY).

THE Company's Steamship

"ANPING MARU,"  
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 28th instant, at DAYLIGHT.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.  
Hongkong, 14th August, 1901. [19]

## NATAL LINE OF STEAMERS.

THE Underwritten GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

GUTHRIE, British str., W. G. McArthur, Gibb, Livingston & Co.  
I. SCHEFF, American ship, G. S. Kendall, Carlavits & Co.  
SEA WITCH, American ship, Howes, Master.

## VESSELS ON THE BERTH.

## U. S. MAIL LINES

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GARLIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.

THE O. & O. S.S. Co.'s Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 15th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China, and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, or to Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.  
Hongkong, 7th August, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
MANILA, SINGAPORE, COLOMBO,  
PORT SAID, FUEME AND  
TRIESTE.

(Taking Cargo at through rates to the BRAZILS, RED SEA, BLACK SEA, LEVANT, VENICE and ADELATIC PORTS).

## THE Company's Steamship

"MELPOMENE,"  
Captain Matcovich, will be despatched as above on MONDAY, the 19th inst., P.M. instead of as previously advertised.

For information as to Passage and Freight, apply to  
**SANDER, WIELER & CO.,**  
Agents.  
Hongkong, 13th August, 1901. [6]

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

TAKING CARGO AND PASSENGERS  
TO JAPAN AND  
HONOLULU.

THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, China and Japan.  
Hongkong, 16th July, 1901. [14]

## FOR NEW YORK.

THE 3/3 A.I. American ship

"I. F. CHAPMAN,"  
having arrived, is now ready to load for the above port, and will have quick despatch.

For Freight, apply to  
**ARNHOLD, KARBBERG & CO.,**  
Hongkong, 12th August, 1901. [1687]

## FOR NEW YORK.

THE 3/3 A.I. American ship

"I. F. CHAPMAN,"  
having arrived, is now ready to load for the above port, and will have quick despatch.

For Freight, apply to  
**ARNHOLD, KARBBERG & CO.,**  
Hongkong, 12th August, 1901. [1687]

## HONGKONG.

STEAMERS.
Anping, British str., 1,150, Barlow, Aug. 9.
Arara, British str., 2,481, Williamson, Aug. 13.
Showan, Tames & Co.
Benledi, British str., 1,483, Clark, Aug. 12.
Gibb, Livingston & Co.
Choyang, British str., 1,184, Bowker, Aug. 10.
Jardine, Matheson & Co.
Clara, German steamer, 675, Hansen, Aug. 14.
Jensen & Co.
Daigi Maru, Jap. str., 846, Sobajima, Aug. 10.
Mitsui Bussan Kaisha
Decima, German str., 794, Schalkier, Aug. 14.
Siemens & Co.
Diamante, British str., 1,225, Rattenbury, Aug. 12.
Showan, Tames & Co.
Dorie, British steamer, 4,575, Smith, Aug. 9.
O. & O. S. S. Co.
Flandria, German str., 1,287, Bruhn, Aug. 8.
Siemens & Co.
Guthrie, British str., 2,500, McArthur, Aug. 12.
Gibb, Livingston & Co.
Haugl, French steamer, 708, Merlees, Aug. 11.
A. R. Martv
Hansa, German str., 1,200, Lorenzen, Aug. 12.
Sander, WIELER & Co.
Hansing, Korean str., 796, Bulmann, Aug. 14.
Chinese
Hinsang, British steamer, 1,536, Luke, Aug. 9.
Jardine, Matheson & Co.
Holhao, French str., 509, Merlees, Aug. 12.
A. R. Martv
Kamakura Maru, Jap. str., 3,976, Petersen, Aug. 12.
Nippon Yusen Kaisha
Kashang, British str., 1,158, Sanderson, Aug. 14.
Butterfield & Swire
Koongwai, German str., 1,115, Rieger, Aug. 9.
Melchers & Co.
Kohsichang, German str., 1,291, Leuss, Aug. 11.
Butterfield & Swire
Kyoto Maru, Jap. str., 1,639, Sekurai, Aug. 13.
M. B. Kaisha
Marie Jensen, Ger. str., 1,700, Hemmet, Aug. 10.
Jensen & Co.
Mangang, British str., 1,643, Welsh, Aug. 8.
Jardine, Matheson & Co.
Melpomene, Aust. str., 1,700, Matcovich, Aug. 7.
Sander, WIELER & Co.
Mongkut, German str., 852, Gotsche, Aug. 12.
Butterfield & Swire
Murex, British str., 2,329, Halliday, Aug. 7.
Arnhold, Karberg & Co.
Ness, British steamer, 1,881, Peart, Aug. 14.
Mitsui Bussan Kaisha
Nuen Tung, German str., 1,241, Schoenberg, Aug. 12.
Melchers & Co.
Pekin, British steamer, 3,967, Fox, Aug. 14.
P. & O. S. N. Co.
Pelayo, British steamer, 1,556, Burns, Aug. 13.
G. McBain
Salahdjii, Dutch str., 1,235, Harst, July 29.
Meyer & Co.
Shirley, British str., 1,640, Satchell, Aug. 11.
M. B. Kaisha
Taishan, British str., 1,122, Stovel, July 21.
Bradley & Co.
Thales, British steamer, 836, Robson, Aug. 14.
Douglas Lapsell & Co.
Woonung, British str., 1,109, Dawson, Aug. 13.
Butterfield & Swire
Victoria, American str., 2,112, Pantan, Aug. 1.
Dodwell & Co., Limited
Yamaguchi Maru, Jap. str., 3,320, Yoshizawa, Aug. 14.
N. Y. Kaisha
Y. Soutan, Amr. str., 585, Gortirolo, July 13.
Order

## SAILING VESSELS.

Brizeux, French ship, 1,400, Gourio, Aug. 7.
Celest Barrill, British ship, 1,764, Jeffry, May 29.
Order
Francis Coppel, French barque, 1,726, Donet, July 28.
E. A. Trading Co., Limited
Holliswood, Amr. bark, 1,084, Knight, June 14.
Order
I. F. Chapman, Amr. ship, 2,013, Chapman, Aug. 10.
Arnhold, Karberg & Co.
Launderberg, Amr. bark, 906, McDougall, Aug. 14.
Master
L. Schopp, Amr. ship, 1,673, Kendall, July 5.
Carlavits & Co.
Manuel Liagrou, Amr. ship, 1,650, Nichols, June 30.
Standard Oil Co.
M. de Villars, French bark, 1,171, Rionat, May 31.
E. A. Trading Co., Limited
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21.
Master
Susannah, Amr. ship, 2,390, Bailey, July 25.
Order

HIS BRITANNIC MAJESTY'S SHIPS  
IN THE CHINA SQUADRON.

Alcorix, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Crockock, at Taku.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai.
Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. J. Sturtin, at Woonung.
Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinkiang.
Astraea, cruiser, 4,360 tons, 10 guns, 3,000 h.p., Capt. C. J. Baker, at Shanghai.
Aurora, cruiser, 5,600 tons, 12 guns, 3,500 h.p., Capt. E. H. Bayly, C.B., at Woonung.
Barbette, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrender, at Weihaiwei.
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Woonung.
Brumby, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Wuhu.
Brix, cruiser, 6 tons, 6,000 h.p., Comdr. Sir B. R. E. Wray, Bart., at Hankow.
Bromhead, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Amoy.
Dido, cruiser, 2nd class, 5,500 tons, 11 guns, 9,600 h.p., Capt. P. F. Tildard, at Hongkong.
Eclipse, cruiser, 5,600 tons, Captain Stokes, at Amoy.
Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Weihaiwei.
Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at Shanghai.
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong.
Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut. Comdr. C. P. Beatty Pownall, at Canton.
Glory, battleship, 12,950 tons, Captain W. A. Carter, at Hongkong.
Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. White, at Nanking.
Handy, torpedo-boat destroyer, 350 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Shanghai.
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong.
Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Shanghai.
Isis, cruiser, 2nd class, 5,550 tons, 11 guns, 9,600 h.p., Capt. Chas. Windham, at Hongkong.
Janus, torpedo-boat destroyer, in reserve, at Hongkong.
Kinkara, river gunboat, Lieut. Comdr. G. B. Powell, on Yangtze.
Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy.
Ocean, battleship, Hon. A. G. Curzon Howe, at Weihaiwei.
Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Woonung.

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GEO. ECKLEY,  
ACTING AGENT.

Hongkong, 7th August, 1901.



MAILS WILL CLOSE.

HONGKONG, 1st August.

## VISITORS AT HOTELS

## THE WEATHER.

14th August.

Long; London Office, 131, Fleet Street, E.C.4.

Hongkong; London Office, 131, Fleet Street, E.C.4.